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317 • November 1999
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TakingItEasy

While riding in to the shop this morning, I saw a license plate frame that read: **"Jesus Saves ... Moses Invests."** Now don't that just put your life in perspective.

Hey, before we get to the news stories, I heard a good one. A second grade teacher was teaching her class about personal hygiene and asked if the class knew why ladies wore make-up and perfume. **One li'l rug rat** raised his paw and answered, "Because they're ugly and they smell bad." That kid probably has biker genes.

I guess you could call this eerie. A heart bypass patient decided to show his gratitude to the hospital that had saved his life by going on a **fund-raising walk** for the infirmary. But he was instantly killed when a branch broke off a tree and landed on top of him. (It was also reported that there was not a breath of wind that day. I guess when it's your time to go, it's your time to go.)

It makes you wonder what constitutes a brain. In the war to fight the AIDS epidemic in South Africa, thousands of condoms were distributed. They wanted to spread the safe-sex message and enclosed an information leaflet with the condoms. Embarrassment took over when it was discovered that thousands of them were **"damaged"** because the leaflets had been stapled to the condoms.

A credit card had been stolen from her mailbox. The police caught the culprits and charged them with theft. Adding insult to injury, a month later she got her statement and discovered that the thieves had charged their **$1,000 bail bond** on the stolen card. (They must've figured as long as they had it, they might as well use it ... and for what better cause?)

From our "Weird Animal Fact" Department: When **possums are playing dead,** they aren't just laying low and "playing" like they're asleep. The poor little buggers actually pass out from sheer terror. Wonder if they ever met my ex-ol' lady?

A man was in the drive-up window of a fast-food business. He had ordered two burgers with extra pickles, which he said he didn't get. He argued with the manager who put some **pickles in a cup** and threw them in his lap. The man said this constituted an assault, as he claimed the pickles were deadly weapons. Before going to the police, he tried to settle the dispute, saying that he was entitled to a $1,000 cash settlement plus free hamburgers for life. But management rejected his offer. He made out a report at the police station, left the station, and after a while returned, claiming that his testicles had swollen as a result of getting struck with the pickles and that he was en route to the hospital for medical attention. (When he went back to the police station, he was advised that he was not to return to the fast food business again, and that if he did so he would be arrested for trespassing.)

This just in from our "Leg-Wettin' Holiday File": Be careful when you make **egg nog** this holiday season, because that nutmeg in your kitchen is deadly! Yep, it's true. It turns out that nutmeg is actually extremely poisonous if injected intravenously. You've been warned.

They say the mother of invention is necessity and here's a perfect example. A guy was watching a "keep fit" video and got so turned on by the female instructor that he had to put his girlfriend's sock over his penis for mop-up purposes. This gave him the inspiration for a product called **The Spankie.** It's made from machine-washable stretch cotton and is designed to fit snugly over the penis where it acts as a "discreet product that absorbs male ejaculate." It comes with a leakproof carrying pouch "for travelers who don't want to get their money wet." He said he hopes soon to offer women a glove he'll call the Spankette. Now there's a thinking entrepreneur for ya.

For you "lonely hearts" out there: Be careful when you answer those personal ads from folks lookin' for dates. A recent poll shows that 35 percent of the people who use personal ads for dating are **already married.** Hell, around the office that figure would probably jump to 50 percent.

And to wrap up our special "Thanksgiving" edition of Takin' It Easy: **a group of geese** on the ground is called a gaggle, a group of geese in the air is called a skein, but a truckload of turkeys colliding with your bike will ruin your whole damned day.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 317 • NOVEMBER 1999

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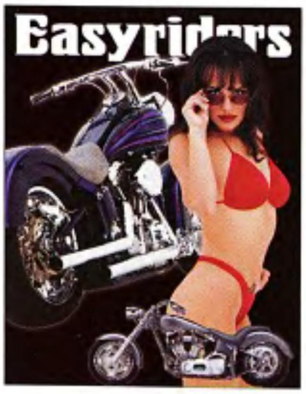

Cover photos: Ravishing Regina and Rick Shuster's Special Construction Softail by Raiko Hartman; Gene Hayes' cool Carolina custom by Mike Lichter. Imaging by David Shiigi.

The next liver-quiverin' issue goes on sale October 28, 1999. **Printed in the USA.**

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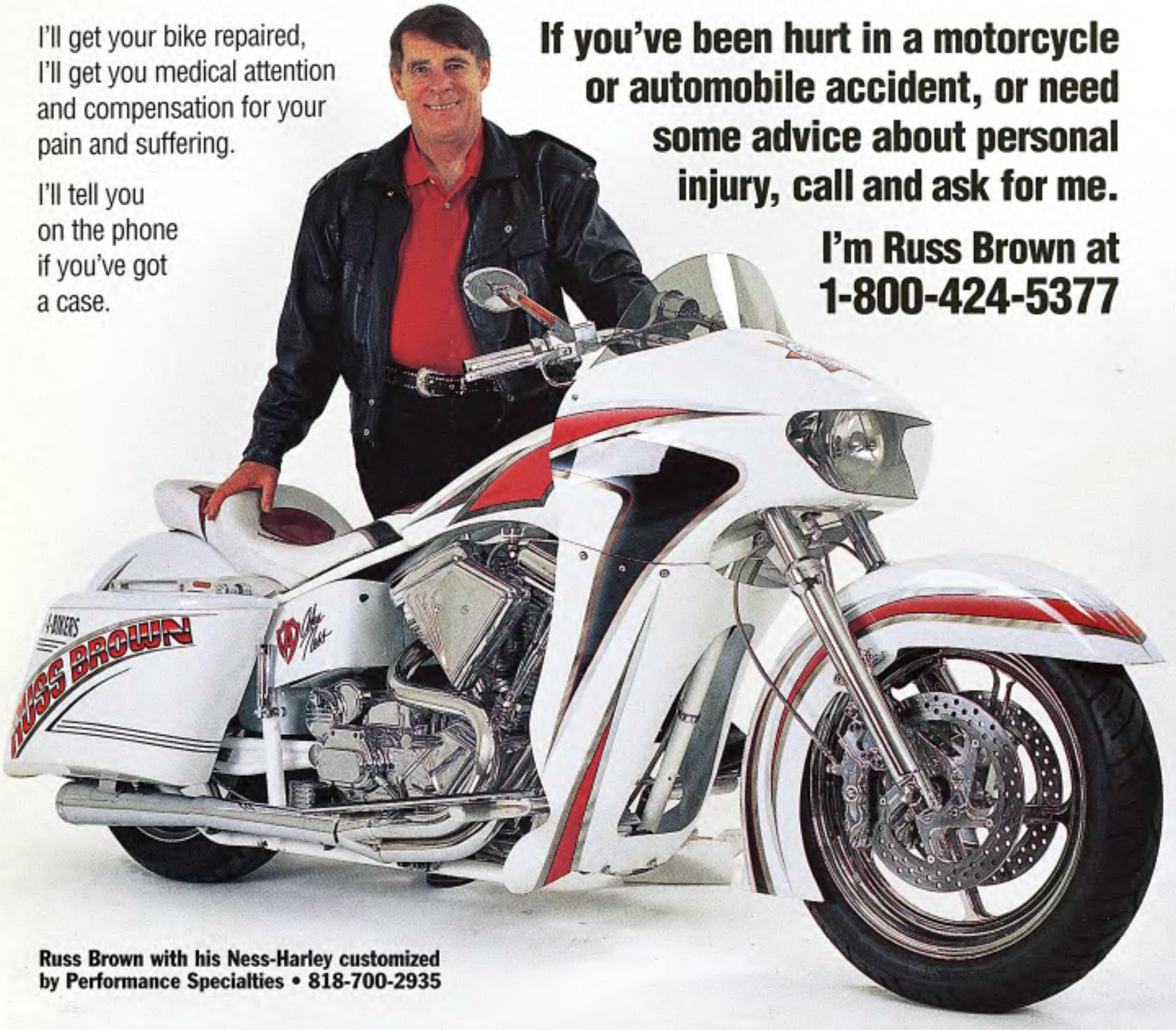
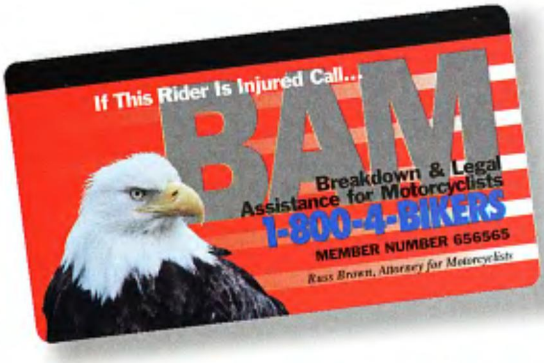


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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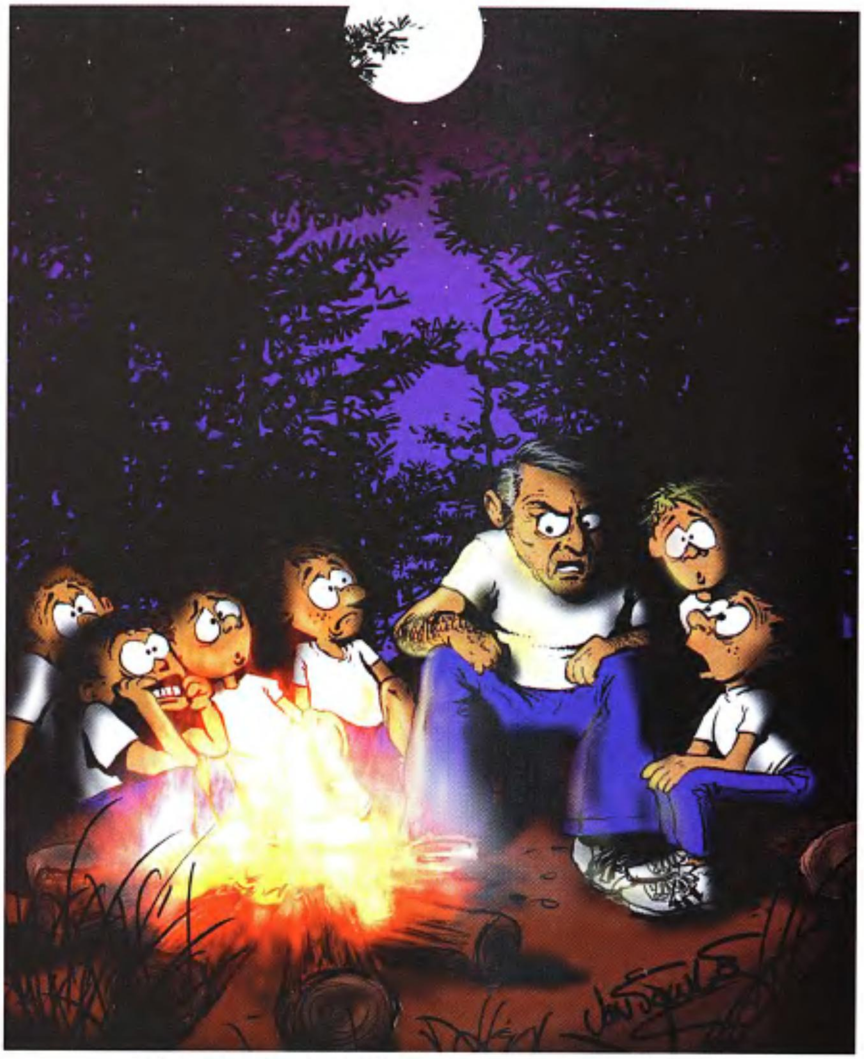

Then, after you get married, you have to sell your motorcycle.

Perfect Timing

My counselor had a hard time understanding why my Harley was more important to me than my girlfriend, who later became my wife. I, in turn, had a hard time explaining it and would like to thank all of you at Easyriders for helping me to get my point across. Page 138 of the July '99 issue helped me clarify the situation and showed me that God is working for me through your magazine.

Ken Partridge
Fort Bragg, California

Would You Fly?

I read with interest the tale of David Willet (August '99 issue, page 28, "Evo Goes 400,000 Miles"). I wish Harley would do a study on my 1992 FLHTLCU. At under 50,000 miles it needed an upper end job, and at 82,000 it needed another one.

The Harley dealer has replaced six exhaust crossover pipes. The clutch exploded at under 70,000 miles, costing me $1,000. I've replaced the stator, rotor, and regulator twice. Now my starter just went out. This bike has been reasonably maintained. For the first 4 1/2 years the bike was serviced only by Harley dealers (until the clutch fiasco. I refuse to bend over for the dealers again).

I have 94,000 miles on the bike now. I once had a Jap car with 170,000 miles on it. I gave it to a friend and it's still running. The only thing I ever did to that car was replace the water pump and change the oil. The old saying is right: If Harley built airplanes, would you fly in one?

Disgruntled
Los Angeles, California

OK, then sell your Harley and ride around in your Jap car. There's more to riding than cold "efficiency." Harleys forever!

He's Bothered

There's something that has bothered me for the last few years, and I just have to get it off my chest. Why do so many new riders have to ruin so many of the old baggers ('48-'65 Panheads and FLs and FLHs through the '80s) by leaving the bags off after they rebuild or restore them. Are they part of the new breed that thinks it's cool to have a bagger without bags?

Well, take it from the old school (from which most of us are), it's not cool. So stick with your custom Harleys and aftermarket bikes, which are fine without bags. But leave the baggers to people who appreciate them for what they are and don't destroy them by throwing away the bags, thereby trying to make them look like a zoom zoomie.

Meat Packer
Heyworth, Illinois

Ever hear of "individual expression"? To each his own. Some folks don't like bags. Hell, I was married to one for years.

He's Back

Nice to see that old Robinson cartoon on page 55 of the July '99 issue. It brought me back to the early '70s again. (When was that originally run?) Been reading your rag since the third issue when I was 16 years old. Thanks for all the years of shits and giggles.

Pete Fey
Milford, Pennsylvania

Glad to have you along on the ride, Pete. That Hal Robinson gut buster ran in 1978. We're about to inject this rag with mess more of them shits and giggles. Stay tuned.

The Worst!

I just received issue #309 (March '99) in the mail. Don't know where it's been, but it looks like it was in a U.S. Post Office toilet for the last few months, where they should have at least wiped their asses with the article by Scooter Tramp Scotty. That has to be the worst handlebar-broken, change-rollin' sob story I've ever read in your mag. Half the time the guy's driving around in a car, free-loadin' off people, waiting for a set of handlebars from California. What kinda shit is that? That guy should sell his bike, buy a hatchback, and let Bronson pass him on the open road and eat his dust, man!

Haircut
Montreal, Quebec, Canada

Thanks

First of all, I'd like to thank you guys for writing the best bike mag on the rack. You're the only ones who still cover antiques bikes. All the new ones look the same to me, but there's no mistaking a classic. Thanks for a job well done.

I was wondering if you could tell me where I can find an old issue. It contained an article about "Charlie's Place." Charlie owned a frame shop in Palmdale, California. When his brother died, he moved back to Georgia. There was a big going away party for him, and you guys covered it. My dad and his buddies were in some of the pics, and I'd sure like to have a copy. I'd appreciate it even if you can tell me what month/year it was.

Tony Hussey
Phoenix, Arizona

That would be our August 1987 issue. To order that proud classic call Rose at Easyriders of Daytona (904) 238-1645.

Note of Thanks

While taking a 300-mile trip in June, I found myself broken down at a rest area south of Champaign, Illinois. Not being the best of mechanics, I decided to call the nearest repair shop. To my surprise I was turned down by the owner who said he was "too busy" to help. So I decided to call the nearest Harley shop. When Stan, the service advisor, got on the phone, his first response was, "I'll be right there." What a great feeling! Within an hour and 20 minutes I was back on the road. Again, what a great feeling when the sun is going down, I'm 160 miles from home, and it's getting cold (55 degrees).

One more thanks—a fellow biker stopped to help prior to Stan. I didn't get his name but his license plate was "Insane" (Illinois plate). So another thanks to Insane.

Glen Borah
Calumet City, Illinois

H-D TV

Last week I bought a new H-D TV. What a ripoff! Not only was it made in Taiwan (OK, I got past that), but while flicking through over 100 channels, I couldn't find one about Harleys.

Just wanted to warn other bikers about this. I don't see how the Motor Company put its name on this shit. I called them, but, for some reason, kept getting disconnected. It does have a better picture, but don't waste your money on it.

Pissed Off
Reseda, California

Waitress, I'll have what he's drinking.

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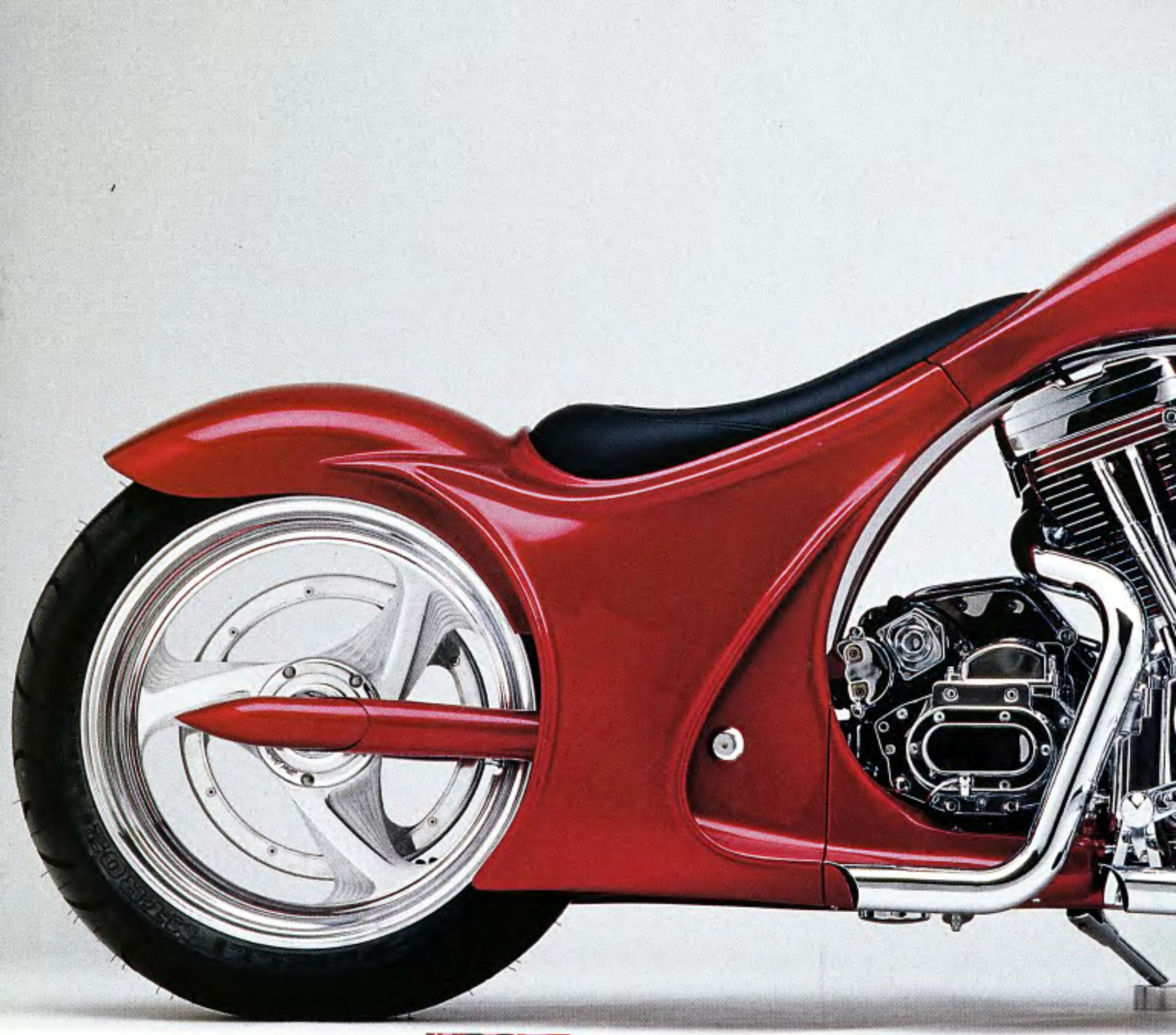
HOMEMADE SHOWSTOPPER

MIKE PUGLIESE'S ONE-OFF WONDERBIKE

We know what you're thinking: "Now *this* is a fancy bike—how do people afford something like this?" Here's the catch ... you build it all yourself. What you're looking at is the winner of the Best of Show in the Judged Class of the Easyriders Invitational Bike Show in Columbus, Ohio. That's right, this bike took top honors at the big daddy of bike



shows. It's also a scoot built entirely by hand with fierce determination by Mike Pugliese of Staten Island, New York. Mike didn't have a big bike-building company do all the intricate one-off marvels seen on this Special Construction wonderbike, he did it all himself in his sheet metal, dust-encrusted, two-car garage.

"I've always been around bikes," Mike says. "My Grandpa Jimmy used to take me for rides on his Harley. When I was ten I was already ridin' dirt bikes." The bike-riding bug bit Mike deep, and he's been on two wheels ever since. His first Harley was a '91 Fat Boy that he still owns. "Stock isn't for me," Mike says, laughing. "I can't leave anything alone, so I started pullin' the bike apart, put it in an Atlas frame, stretched the tanks, made it my own."

The Fat Boy won some bike shows in '96 and Pugliese decided to create a from-the-ground-up showstopper starting with a unique idea for a rear brake design that would clean up the rear wheel. "I didn't even know if it would work, but it works great," Mike says.

"Scorpion," as the bike is known, began early in '98 with a Kenny Boyce rubbermounted frame and an 80-inch Evo motor. The Staten Island home builder proceeded to hand fabricate absolutely everything on the bike. "I bought a used lathe and a drill press and went to town," Mike explains. "I built the swingarm and suspension, made the oil tank, built everything from the pegs to the mounts." Mike calls his labor of love old-style custom work. "There's no

off-the-shelf billet; everything started with raw materials that have been cut, grinded, bent, smoothed, and shaped by hand." Though the entire project took a year to complete, Mike says he could have done the bike in six months.

You'll notice that there are no exposed fuel or brake lines anywhere. Pugliese used a fuel pump to suck the gas to the carb. The overall impression is simple, clean, and functional right down to the trick flush-mounted secret fuel fill. Mike even painted the bike himself. "That's why the bike is one color," Mike says. Believe it or not, this scooter is a rider and not some showpiece that sits on a pedestal. It's Mike's barhopper that he took to Daytona this year. For long, two-up hauls, he and his wife, Justine, take their Road King.

When asked what advice he might have for fledgling bike builders out there, this maestro of metal carving says, "Go for it. The worst thing that can happen is that you have to do something over. Do it till you get it right." Expect to see a year 2000 version of Scorpion at bike shows next year. Mike plans to take the bike back down to the frame and start all over again. You can bet we'll be watching.

—Dave Nichols

Owner: ....Mike Pugliese
City:..........Staten Island, New York
General
Fabrication:...............Mike Pugliese
Year/make: ....1999 Special Construction
Model: ....FXR
Assembly: ....owner/Mike Bivona
Chroming: ....S&H Plating
Engine
Year/model:......................1998 Evo
Rebuilder:............................owner
Ignition: ....Spyke
Displacement: ....80 cubic inches
Lower end: ....H-D
Pistons: ....K&B Angle Top
Cases:.....................................S&S
Heads:..............................Zipper's
Cam:.....................................Crane
Carb: ....S&S Series G
Pipes:...................................owner
Modifications: ....JIMS lifters
Transmission
Year:..1998
Modifications: ....JIMS gears
Frame
Year/type: ....1998 Kenny Boyce
Rebuilder:.............................owner
Shocks: ....hidden under seat
Modifications:........38-degree rake, 3-inch stretch by owner

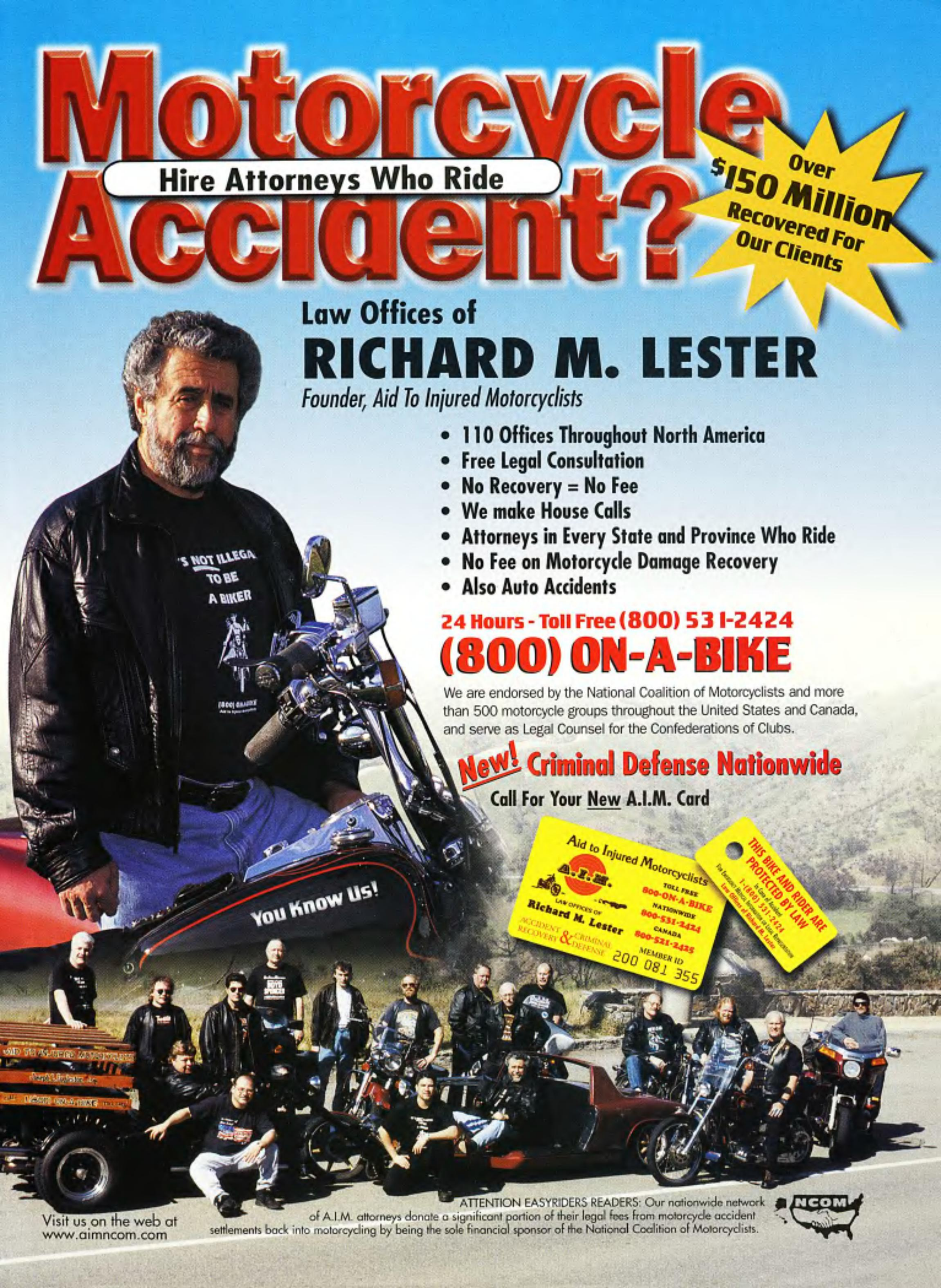
Paint
Molding: ....owner
Painter:.................................owner
Color/type: ....laser red/urethane
Accessories
Bars:....................................owner
Handlebar controls: ....owner
Fenders: ......Jesse James/Pugliese
Headlight:.....................Headwinds

Taillight: ....owner
Speedo: ....none
Dash:.....................................none
Pegs: ....owner
Foot controls:.........................owner
Electrics: ....hidden
Gas tank: ....owner
Oil tank: ....hidden under transmission, owner

BEST OF SHOW: JUDGED
Easyriders Invitational Bike Show, Columbus, Ohio, Feb. 12-14, 1999. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.

Oil system: ....Delkron pump, hidden lines
Primary cover: ....FXR
Seat:.............................Danny Gray
Mirrors:..................................none
Grips: ....billet by owner
Forks
Type: 39mm
Builder: ....H-D
Special features:................2 inches under/dual disc, custom brackets
Wheels
Front
Type: ....Boyd's
Size: 19-inch
Rim width:.......................2.15-inch
Tire: ....Metzeler 215
Brake: ....Performance Machine
Rear
Type: ....Boyd's
Size: 17-inch
Rim width: 6-inch
Tire: ....Pirelli 200
Brake:........................Performance Machine/built on jackshaft by owner
Photos: ....Michael Lichter
Special thanks: ...."to my wife, Justine, and my kids, Mike, Bianca, and Anthony."

"Windshield! Pull up! Abort! Pull up!"



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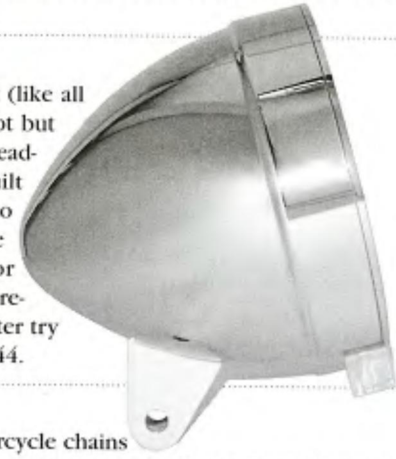
Mike Corbin is always comin' up with new things you've just got to have, and this Smuggler cargo box is no exception. The Smuggler fits Road Kings and Road Glides for a killer custom look and is installed with a single bolt. This puppy even locks to keep your stuff safe. Constructed from durable fibertech, the Smuggler is available in primer gel-coat, ready for painter's prep, or high gloss black. Corbin: (800) 538-7035, www.corbin.com

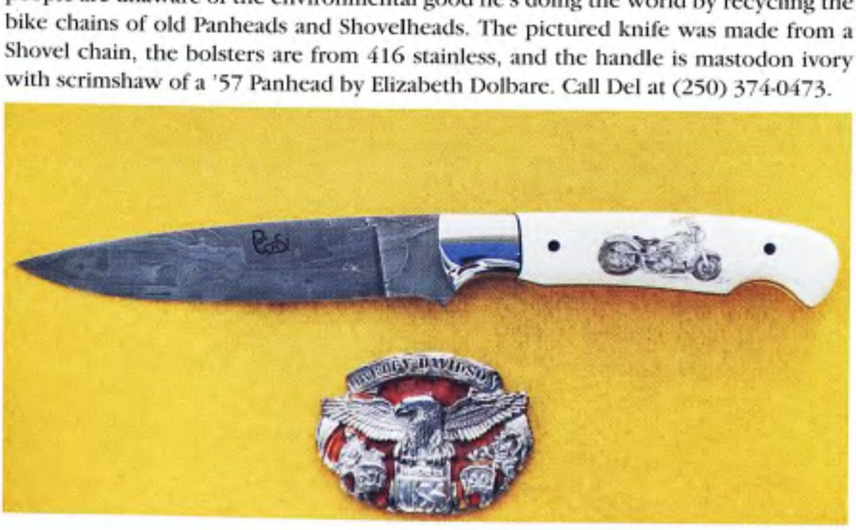
Headwinds Lite



You say you want a cool custom headlight (like all the kings of customizing use) for your scoot but don't want to pay the big bucks? Try new Headwinds Lite: billet aluminum headlights built overseas by little girls with little curls who work 18 hours a day (just kidding). These chrome beauties are made exclusively for Headwinds and are nearly identical to their premium quality line. If price is what you're after try the new Tradewinds line. Call (626) 359-8044.

Hog Stickers

Del Corsi makes knives out of Harley motorcycle chains and then adorns the handles with scooter art. Del is an avid biker and says that many people are unaware of the environmental good he's doing the world by recycling the bike chains of old Panheads and Shovelheads. The pictured knife was made from a Shovel chain, the bolsters are from 416 stainless, and the handle is mastodon ivory with scrimshaw of a '57 Panhead by Elizabeth Dolbare. Call Del at (250) 374-0473.

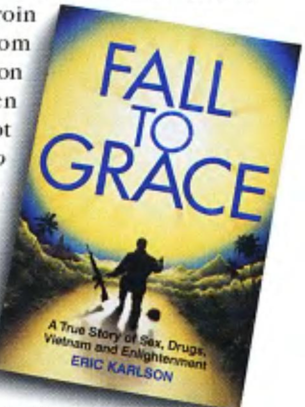


Mo' Juice!

The sound bikers hate to hear? *Zuzz ... zuzz ... zz.* Well then, never get stuck with a lightweight battery again. Big Boar gives you an honest-to-god 300 cold cranking amps for your bike, which is important when you've got a high-compression or big cube motor to turn over. The folks at Big Boar tell us that the average Harley engine, when modified even slightly, can be as hard to spin over as a big block Chevy. Get the oomph you need from Big Boar batteries at your friendly neighborhood bike shop or call (423) 458-8640.

Sex, Drugs, And 'Nam

Eighteen-year-old Eric Karlson was hooked on drugs when, hoping to kick his habit, he joined the Army. Two months later, he found himself stationed in Vietnam, smuggling heroin and opium from villagers to GIs on his base. Then things really got ugly. *Fall To Grace* by Eric Karlson takes readers from the horrors of Vietnam, to the road to spiritual enlightenment. It's one hell of a ride. Available at your local bookstore or through Mariposa Press: (303) 444-1414. You can also check it out online at www.falltograce.com.



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Exclusive World Premier.

Original sculpture accented with sterling silver and shimmering full-lead crystal.

The unleashed fury of the most legendary and mystical creature in the world of the imagination. Captured as never before in art by the brilliant artist whose work has won him eleven Hugo Awards and three World Fantasy Awards.

The mighty Dragon is accented with sterling silver, then selectively hand-painted to achieve a golden glow. The fireball in its claw is faceted full-lead crystal, ablaze with the classic "Aurora Borealis" luster. And the sculptured base is cast in full-lead crystal, with holographic highlights.

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DRAGON!

by award-winning fantasy artist Michael Whelan

Shown much smaller than actual size of approximately 11¼" (28.58 cm) in height.

Limited Edition.

Please mail by Novbember 30, 1999.

The Franklin Mint
Franklin Center, PA 19091-0001

Please enter my order for Dragon! by Michael Whelan.

I need SEND NO MONEY NOW. I will be billed in 5 equal monthly installments of $39* each, with the first payment due prior to shipment.

**Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.*

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– Andy Smith, Service Training Program Manager, Harley-Davidson Motor Company

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  - Four-Stroke Principles
  - Measuring Systems
  - Batteries
  - Systematic Trouble Sho
  - Methodolgy
  - Primary & Secondary I
  - Line Principles
  - Routine Maintenance I
  - Basic Electrical I
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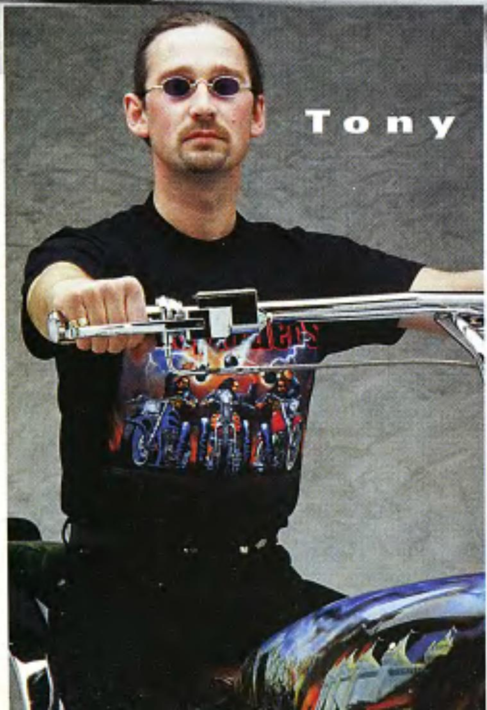

Tony Canning's Celtic Tiger

Four years ago I couldn't have told ya what a Harley-Davidson looked like," said Tony Canning, creator of this ride, "The Celtic Tiger." Tony is from Dublin, Ireland, where he's self-employed by restoring classic Mercedes-Benz motorcars from the '50s and '60s.

His inspiration for the strange-lookin' scoot happened accidentally. Tony is also into kickboxing and one day while he was browsing in a bookstore for magazines on martial arts, he came upon a copy of ... you guessed it, *Easyriders*. Just like that, he was hooked. By observing his choice of sport and the caliber of automobile that he wrenches on, he is obviously a man who appreciates strength, beauty, and function. So, naturally, bike building was a calling to him. It's no wonder that his first motorcycle is a show winner.

Tony researched back issues of *Easyriders* to familiarize himself with the scene. He said the largest influence in his design of the bike came from the works of Arlen Ness and David Mann. He searched all over for the

right components, like the swingarm he finally found down under in Australia. When he couldn't find the perfect parts (like the seat, fender, risers, etc.), he made them himself. Even the exhaust pipes were fabricated start to finish by Tony. (Note the lack of emission control laws hindering his design.) "A man at a show asked me if I rode the bike and I showed him my burnt pants leg," Tony said in his Gaelic drawl with a grin. "It would cost me a pair of jeans every time I rode the bike, until I finally installed a heat shield."

The murals, taken from J.R. Tolkein's *Lord Of The Rings*, took four and a half months of hand painting. "The lads at House of Colour in Kent, England, did a superb job," Tony told us. After winning a number of shows in Ireland and the UK, he said that he wanted to bring it to "America, where the best builders are." When winning the bike show at the 1998 Easyriders Rodeo in Chillicothe, Ohio, Tony got his Irish up and rode the prize bike around the dirt track, pulling a nasty wheelie prior to accepting his award. Later that year in Chicago, the bike took 3rd Best of Show in the Judged Class.

Now that he's proven he can run with the best, what are his plans? Well, he's toyed with the idea of building bikes full-time. For now, he is concentrating on finishing his second bike. While he wouldn't give away any specifics, he did say, "I promise it will be very well liked in America." *—Jim Parker*

Owner: Tony Canning
City: Dublin, Ireland

General

Fabrication: owner
Year/make: 1998 Canning
Model: Springer
Assembly: owner
Chroming: London Chroming

Engine

Year/model: 1998 Evo-style Ness
Rebuilder: Arlen Ness
Ignition: Crane Hi-4
Displacement: 88 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: Patrick, billet
Cam: S&S
Carb(s): Carl's Speed Shop Typhoon
Pipes: owner
Modifications: balancing by S&S, S&S solid lifters, Carl's Speed Shop air cleaner

Transmission

Year: 1998

Frame

Year/type: 1998 Softail, widened
Builder: Ness/Daytec
Shocks: Works Performance
Modifications: 38-degree rake, 5-inch stretch

Paint

Molding: owner
Painter: Matt the Painter, London
Color/type: cobalt blue/ House of Kolor, U.S.
Special paint: marbleized

Accessories

Bars: Bad Ass
Handlebar controls: Ness
Fenders: owner
Headlight(s): Ness, 5-inch
Taillight: Ness
Pegs: Ness
Foot controls: Ness
Electrics: 12-volt, owner
Gas tank: Battistinis, 7-gallon
Oil tank: Ness
Oil system: S&S
Seat: owner
Mirrors: none
Grips: Ness

Forks

Type/builder: springer/H-D

Wheels

Front

Type: RC Comp
Size: 21-inch
Tire: Metzeler 215
Brake: TechnoPlus

Rear

Type: RC Comp
Size: 18-inch
Tire: Metzeler 180
Brake: TechnoPlus

Photos: Pam Proctor

3RD BEST OF SHOW: JUDGED CLASS
Easyriders Bike Show Tour, Chicago. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

One way you know you're living in a really tough part of town: your neighborhood has Jehovah's Alibis.

Big D
Funtown

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Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Spring Fling Car, Truck, Bike Show
Date: Oct. 23
Place: Leeds Memorial Park, Hwy. 119
Info: (205) 699-7103

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Ride For Kids
Date: Oct. 10
Place: Phoenix
Info: (800) 253-6530

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Dave Barr Foundation Benefit
Date: Oct. 8
Place: Dudley Perkins H-D/Buell, San Francisco
Info: (415) 703-9494

Trike-In West
Date: Oct. 8-10
Place: Kingsburg
Info: Jay (626) 284-5129

Del Mar Mile AMA Grand National Championship & Bike Show
Date: Oct. 10
Info (760) 723-3118

Page Street Fair
Date: Oct. 16
Place: Dudley Perkins H-D/Buell, San Francisco
Info: (415) 703-9494

ABATE Local #13, Ventura Monster Madness Run
Date: Oct. 24
Info: (805) 658-7115

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Conn. Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Sussex County Chapter Swap Meet
Date: Oct. 17
Info: (302) 731-0455

New Castle County Chapter Toy Run
Date: Nov. 7
Info: (302) 731-0455

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Daytona Beach Biketoberfest
Date: Oct. 21-24
Info: (800) 854-1234

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 8 Southern Chrome Party/Poker Run
Date: Oct. 10
Info: (706) 736-1350

ABATE Swap Meet & Bike Show
Date: Nov. 7
Place: Lakewood Fairgrounds, Atlanta
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Dukane Food/Toy Run
Date: Oct. 10
Info: (343) 343-6588

Freeport Halloween Party
Date: Oct. 30
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 0 Fall Fun Run
Date: Oct. 9
Place: LaGrange/Steuben
Info: (219) 456-7218

Reg. 3 Poker Run
Date: Oct. 9
Place: Wabash County
Info: (765) 628-7446

Reg. 6 Fall Foliage Poker Run
Date: Oct. 9
Info: (812) 336-6840

Lost HorseShoe Weekend
Date: Oct. 9
Place: Pike County
Info: (812) 886-6943

Polar Bear Campout
Date: Oct. 15
Place: Pulaski/Starke Counties
Info: (219) 759-5193

Reg. 2 Mystery Event
Date: Oct. 17
Place: Lake County
Info: (219) 759-5193

Reg. 4 Toy Run
Date: Oct. 17
Info: (765) 448-2765

Reg. 8 Spot Shoot
Date: Oct. 17
Info: (812) 424-7014

Reg. 0 Halloween Party
Date: Oct. 23
Info: (219) 456-7218

Biketoberfest Blues Dance
Date: Oct. 23
Info: (765) 628-7446

Reg. 5 Halloween Party
Date: Oct. 23
Info: (765) 489-4109

Reg. 8 Halloween Party
Date: Oct. 23
Info: (812) 424-7014

Reg. 4 Halloween Party
Date: Oct. 30
Info: (765) 448-2765

Reg. 7 Halloween Party
Date: Oct. 30
Info: (812) 522-5988

Reg. 11 Halloween Party
Date: Oct. 30
Info: (317) 784-2469

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 9 Casino Night
Date: Oct. 9
Info: (800) 657-5763

Dist. 9 Toy Run
Date: Oct. 27
Info: (800) 657-5763

Dist. 4 Toys For Tots Run
Date: Oct. 28
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

Fleming County Chapter Fall Poker Run
Date: Oct. 11
Place: Trademore
Info: (606) 876-3074

KMA/KBA No. District Halloween Party
Date: Nov. 5
Place: Ralph Fulton VFW, Elsmere
Info: (606) 261-8244

KMA/KBA Northern District Children's Home Run
Date: Nov. 6
Place: From Ralph Fulton VFW to northern Ky.

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Harvest Bash
Date: Oct. 8-10
Info: (800) 969-3541

Halloween Bash
Date: Oct. 30
Info: (800) 393-5966

Capital Area Chapter Fun Run
Date: Nov. 7
Info: (800) 969-3541

Cajun Chapter Food For Friends Run
Date: Nov. 7
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

UBM Foliage Run
Date: Oct. 16
Place: Scarsborough
Info: Fred (207) 854-5186

UBM Foliage Run
Date: Oct. 16
Place: Lewiston
Info: Angie (207) 777-7449

UBM Halloween Dance
Date: Oct. 30
Place: Belfast
Info: Dan (207) 338-3613

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Giant Motorcycle Swap Meet
Date: Oct. 24
Place: Detroit
Info: (800) 968-4242 (MI) (800) 941-0815

Reg. 19 Annual Charity Run
Date: Nov. 7
Info: Joe (248) 693-6068

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders Association
Info: (612) 541-1704

Straight River Chapter Fall Jam
Date: Oct. 23
Place: Owatonna
Info: Beck (507) 451-7274; www.abatemn.org

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR Local 13 Toy Run
Date: Nov. 6
Place: Mexico
Info: Rose (573) 474-0983; PkMe@aol.com

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

AHDRA Races
Date: Oct. 23-24
Place: Las Vegas Motor Speedway
Info: (336) 924-2095
www.ahdra.com

Halloween Party
Date: Oct. 30
Info: (775) 753-8825

Northwestern Chapter Run Whatcha Brung Poker Run
Date: Oct. 30
Info: (775) 623-2160

Easyriders Reno/ Strokers Halloween Costume Party
Date: Oct. 30
Info: (775) 322-2250

NEW HAMPSHIRE

N.H. Motorcyclists Rights Org.
Info: (603) 627-3528

NEW JERSEY

United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO

ABATE of New Mexico
Info: (505) 585-9789

1st Rio Chapter Halloween Party
Date: Oct. 23
Place: Whisky Inn
Info: (505) 585-9789

NEW YORK

ABATE of New York
Info: (607) 387-3433

Buffalo ABATE Fall Fun Run
Date: Oct. 9
Place: Southgate Plaza, West Seneca
Info: Pete (716) 655-6473

Oneida ABATE Fall Foliage Run
Date: Oct. 9
Info: Jim (315) 831-5726

Tompkins ABATE Toy Run
Date: Oct. 10
Place: Kmart Plaza, Ithaca
Info: (607) 564-7578

Monroe ABATE Toy Run
Date: Oct. 16
Info: (716) 234-0895

Maples, Manorville, Eastern Suffolk ABATE Biketoberfest
Date: Oct. 17
Info: (516) 369-5554

Orleans ABATE Halloween Party
Date: Oct. 23
Place: Slow Club, Medina
Info: (716) 798-3558

Southern Tier ABATE Halloween Party
Date: Oct. 29
Place: American Legion Hall, Hillcrest
Info: (607) 648-9335

Oswego ABATE Halloween Party
Date: Oct. 30
Info: Don (315) 342-9671

Ontario ABATE Christmas Party
Date: Nov. 1
Info: Mary (607) 522-4682

Wayne- Seneca ABATE Turkey Raffle
Date: Nov. 7
Info: Hoss (315) 524-5044

NORTH CAROLINA

Concerned Bikers Association
Info: (910) 866-5434

AHDRA Races
Date: Oct. 9-10
Place: Rockingham Dragway
Info: (336) 924-2095
www.ahdra.com

CBA/ABATE Brunswick County Bike Show
Date: Oct. 30
Info: (910) 842-8855

NORTH DAKOTA

ABATE of North Dakota
Info: (701) 223-5609

Vietnam Vets MC Halloween Party
Date: Oct. 23
Place: Hideout Bar, Harwood
Info: LT (701) 282-9518

OHIO

ABATE of Ohio
Info: (800) 252-4537

ABATE/CMRO Toy Run
Date: Oct. 9
Info: (800) 25-ABATE

ABATE/CMRO Reg. 1 Kid's Halloween Party
Date: Oct. 17
Info: (800) 25-ABATE

ABATE/CMRO Reg. 8, 15, 16 Halloween Party
Date: Oct. 30
Info: (800) 25-ABATE

ABATE/CMRO Reg. 13 Halloween Bash
Date: Oct. 30
Info: (800) 25-ABATE

ABATE Reg. 9 Toy Run
Date: Nov. 6
Info: (800) 252-4537

OKLAHOMA

ABATE of Oklahoma
Info: (918) 836-9559

Halloween Party
Date: Oct. 30
Info: (405) 329-7254

OREGON

ABATE of Oregon
Info: (503) 285-4329

Roseburg Swap Meet
Date: Oct. 10
Info: (503) 254-3259

PENNSYLVANIA

ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND

R.I. Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA

ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA

ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE

CMT/ABATE of Tenn.
Info: (615) 883-5024

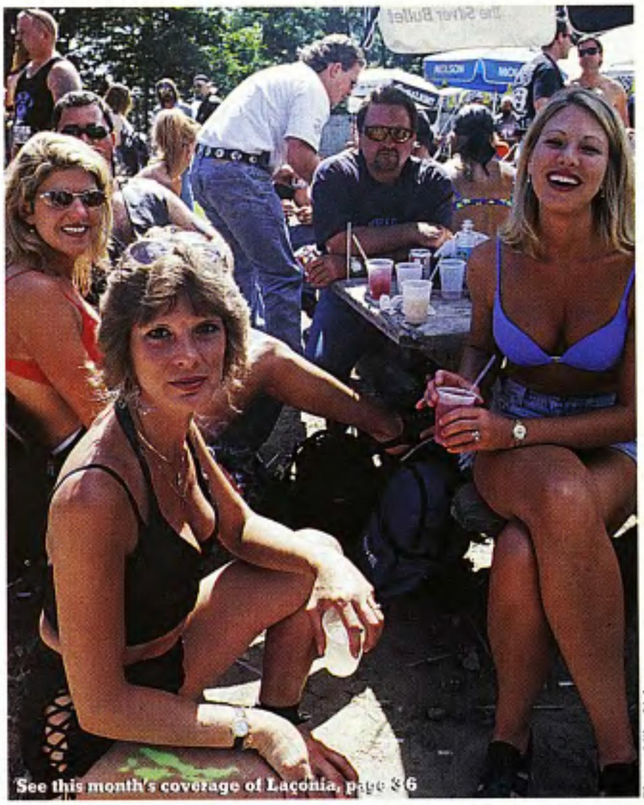
TEXAS

ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

UTAH

ABATE of Utah
Info: (801) 627-1117



See this month's coverage of Laconia, page 86

Photo: Mike Lichter

Salt Lake Toy Runs
Date: Oct. 10, Oct. 22
Info: (801) 627-1117
www.inqvo.net/nslink/

Weber Toy Run
Date: Oct. 17
Info: (801) 627-1117
www.inqvo.net/nslink/

VERMONT

Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA

ABATE of Virginia
Info: (804) 846-8810

WASHINGTON

ABATE of Washington
Info: (425) 643-9675

Tacoma ABATE Halloween Party
Date: Oct. 30
Info: (253) 531-2909

WASHINGTON, D.C.

ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA

ABATE of West Virginia
Info: (304) 547-5495

Logan-Boone Chapter Halloween Party
Date: Oct. 23
Info: (304) 752-5032

WISCONSIN

ABATE of Wisconsin
Info: (715) 284-7415

WYOMING

Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

N.E. Wyo. Toy Parade
Date: Oct. 9
Info: (307) 687-0459

NATIONAL

American Motorcyclists Association (AMA)
Info: (614) 891-2425;
www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983;
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA

British Columbia Coalition of Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE

Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

IFMA '99
Date: Oct. 1-4
Place: Cologne, France
Info: 011 49 221 821 3408

Mondial Du Deux Roues (The Paris Show)
Date: Oct. 1-10
Place: Paris, France
Info: 011 33 1 5323 0740

AUSTRALIA

Gold Coast Bike Week
Place: Queensland
Date: Oct. 3-Oct. 10
Info: 011 61 7 5574 7124

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

headline stories of the month *Harley-Davidson's All New 2000 FXSTD "Deuce" Custom Softail*

EXCLUSIVE! Meet "The Deuce"

This just in! Unveiled to the public during the Sturgis Rally and Races, Harley-Davidson's newest addition to the Softail line for 2000 is what they describe as the ultimate stretched-out factory custom. Motivated by the new Twin Cam B power train, the "Deuce" packs a bucket-load of exclusive features. For example, its wider frame accommodates a 160-series rear tire, with matching custom fender and taillight. The new stretched gas tank is topped with a trick instrument panel, and features a two-tone paint scheme that is available in no less than nine color combinations! Up front is an all-new Wide Glide front end featuring slick-as-snot chromed fork clamps and lower legs. Round things up with minimalist bullet-shaped turn signals and a small chromed headlight, and the Deuce is ready for the road! This latest in the Harley-Davidson 2000 line-up was not available for our new model guide on page 50, so this is a hot scoop indeed. Look for a road test in an upcoming issue of *Easyriders*.

Easyriders Bike Shows 2000

special events *New Tour Lineup*

When winter winds blow and many scooters sit in cold garages across the country, Easyriders brings you the biggest and best Bike Shows ever to raise your temperature. For the year 2000, we've got five mega shows comin' your way and each is filled with the finest chrome-laden killer customs ever to burn rubber.

Besides the usual hijinks, Easyriders calendar girl contests, Roadware fashion shows, live rock 'n' blues, prize giveaways, tattoo contests, aftermarket vendors, and a sea of custom iron and surprises, we'll bring you a first [illegible] door motorized barstool races. Yep, the brain-d[illegible] Easyriders crew is working overtime to conjure up bizarre stuff to amuse you and this year you can sit down on a gas-powered barstool and buzz around the Bike Show convention centers in a lathered frenzy! All this and more awaits you at all of our Easyriders Bike Shows for 2000. Here's the lineup:

- **January 8: L.A. Fairplex, Pomona, California**
- **January 15: Convention Center, Sacramento, California**
- **January 22: Charlotte Convention Center, Charlotte, North Carolina**
- **February 12: Pennsylvania Convention Center, Philadelphia, Pennsylvania**
- **February 19-21: Franklin County Veterans Memorial, Columbus, Ohio**

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industry news

Eller Motor lives

It'd gotten so you couldn't wander through a swap meet, roll out on a poker run, attend a weekend rally, or kick back for some R&R at a far-flung Mexican resort town without hearing the same question: What's happening with the Eller engine?

Despite a landslide of staggering setbacks, Eller Motor Corporation president Leonard S. "Lonnie" Labriola is still committed to building an American motorcycle manufacturing company. "We're about a year behind where we'd like to be," explains Lonnie, putting behind him the court battle that he lost for the rights to build the Indian motorcycle. "But what's most important is that we didn't lose the incredible team we put together."

So just who are these major team players that continue to stake their futures on Eller's rising star? World-class designer James Parker is one of the world's leading motorcycle suspension theorists. Since 1983, Parker has been awarded over a dozen patents in motorcycle technology while more than 15 magazine covers and 200 pages of editorial coverage have been devoted to his designs.

Transforming Parker's cutting-edge vision into reality is Roush Industries. Roush's worldwide clients include a long list of industry heavyweights ranging from H-D to Hyundai, from Rolls Royce to Range Rover, and from Detroit Diesel to McDonnell Douglas. Spearheading the Eller motorcycle project at Roush is Martin Snuverink, who has left indispensable fingerprints on such projects as designing and developing the 4-valve pushrod cylinder heads for the Evo engine prototype as well as the 4-valve dohc cylinder heads for the VR1000 prototype.

Other brain-trust luminaries include Robert Lutz, former vice chairman of Chrysler. The Cow Creek Band of the Umpqua Tribe of Indians still intend on building Eller Motor's manufacturing facilities on tribal land.

James Parker's most recent vision revolves around a 100-cubic-inch four-stroke 50-degree V-twin power plant. At least three different bike models are planned with another still under wraps.

For more info check out their Web site at www.ellermotor.com. —*Mark Petterson*

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short strokes

Splitting Lanes

One of the last great freedoms for motorcyclists is splitting lanes. It's our final act of defiance, our flag of nonconformity, our badge of valor against the increasing swirl of stamped-out chrome and jagged metal surrounding us on the highways. Once we cruised the land with our manes flapping in the wind in defiant protest to the merchants of ever-increasing safety laws, but they shot us down. Now we have but one way (besides straight pipes) to let the world know that we are among the proud, the few, the resistant to protectionism. We're not afraid to walk, ride, or dance on the wild side. Fortunately, lane splitting is allowed—except in states that mandate against it. With your help, we're putting together a list of states that restrict lane splitting. Drop us a line about your state. Now, here's the news...The laws get harsher, the world more wild. No wonder they build prisons faster than apartment houses. Rep. James Gresham Barrett (R-Westminster) proposed a bill to add six points to a license of anyone convicted of **littering while driving.** Those convicted of leaving trash while hunting and fishing would get 10 points on the sportsman's license. Two counts could get a stretch in the fisherman's prison. I shudder at the thought... Helmet tests by the NHSTA are few and far between. The majority of **helmets fail** during the tests, yet go to market. ABATE of Georgia notes that they also have autopsy reports that clearly show helmets do cause injury and death. "We plan to introduce legislation that basically says if it is established that a helmet has attributed to injury or death, past, present, or future, that the state is liable. We may have seat belts included in this legislation also. We also plan to introduce legislation to lower the fine for helmet infractions." Way to go, gang...Today I received a notice that the Arizona Lottery has given away its first Harley-Davidson Sportster 1200 custom motorcycle. This was the first of two Harley-Davidson motorcycles to be given away from **"Harley-Davidson Scratchers."** The drawing was held at Hacienda Harley, 15600 N. Hayden Road, Scottsdale, Arizona, at noon on June 12.

Long-time *Easyriders* contributor Rogue, who is a convicted felon, is trying to obtain probation clearance to attend Sturgis this year. His probation officer told him the state of South Dakota was not allowing convicted felons in the state during the dates he requested. It appears they are trying to keep a certain group of bikers from attending Sturgis. He's still punching it out through a myriad of red tape and bureaucrats, but knowing Rogue, he'll overcome...I just got word that Los Angeles city workers are bolting **video ticket monitors** to lampposts and various other locations around the west side. Hey, I'm not going to say anything. Bikers already know this level of restriction and intrusion, but the folks on the street might not mind video cameras pointed into the interior of their cars until the lenses are pointed into their kitchens or bedrooms. It's just around the corner... With that, I'll fire up the Street Stalker and find another chilled Jack Daniel's at one stop along the treacherous tarmac of life. There's nothing like splitting lanes and feeling the night air creep up my sleeves as I round the corner on another adventure.

Ride forever.

—K. Randall Ball

events

Harley-Davidson Joins MSF

On June 8, H-D joined MSF ASAP and PDQ BTW. Or, in other words, Harley-Davidson announced that the company has become a member of the Motorcycle Safety Foundation. Harley's vice president of Business Development, Clyde Fessler, will take a seat on the MSF board.

"We're very concerned about bringing new riders into motorcycling and we think that rider education is a great way to do it," Clyde said.

"The MSF has done a fine job of supporting the sport for over twenty-five years, and we're proud to be a member again." Harley was one of the founding member companies of the MSF when it was established in 1973 but discontinued membership during the '80s.

memorial

Ugly Al Denman

On a dusty road outside of the glitter of Laughlin this year, Al Denman and his Ugly MC brothers pulled to the side of the highway to help a brother who had been smacked by chunks of kicked-up truck retread. During the roadside stop, Al was killed by a thundering 18-wheeler.

Just a couple of months prior to the accident, we hired his daughter, Lori, after one of our staff members met Al at a charity run. Lori wanted to pay tribute to her father in the magazine he loved:

"I deeply wanted to write this memorial for him in *Easyriders* because of his passion for riding and his respect for the magazine. He was proud of my new position as a journalist at the magazine. His brothers said he couldn't stop talking about it. I wanted to work at the magazine to be closer to my father and his passion for riding. As my interest in the biking world grows, it continues to bring me closer to the memory of my father. My opportunity at Easyriders happened because of my dad. He was a dentist, a Rotary president, a pilot, and many other things. Therefore, he had friends everywhere.

"The staff gave me a shot to write an article, 'Captain for Dark Mornings,' and shortly thereafter I started interning. My dad went nuts! His face lit up, his eyes twinkled, and he had such a warm grin that I will never forget. Dad, we all miss you. Love always, your 'little girl.'"

Ugly member Peter Fonda wanted to add the following to Al's memorial: "Al Denman was Ugly, no doubt about it. He got plucked off of life's highway way too soon in the ride, but he was my brother, a gentleman, a good friend, and really Ugly. I know that there will be some Ugly waiting for me to join him in Heaven, so I'll have to keep him in my heart each time I ride, until my date with Mr. Big is due. With fond Ugly memories—Ugly brother, Peter Fonda."

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world news

News from around the bikin' world

The sales volume of **India's largest motorcycle manufacturer** has jumped by 30 percent to 0.53 million units in 1998-99. Last year's number was 0.41 million units.

Jinan, China, is a city where 68 percent of its motorized transportation happens by motorcycle, but they're no longer issuing license plates for new scooters. The reason stated is severe air pollution from the engines on the bikes. Existing bikes will not be relicensed until they pass a new rigid emissions test. Jinan is the home of China's largest motorcycle manufacturer.

In Vietnam, there's a major problem developing between the five major domestically licensed motorcycle manufacturers and the influx of knock-down self-assembly rides that are shipped in from other countries.

Vietnam's government regulates the manufacturers who are based in their country, and doesn't seem to worry about the stuff shipped in at lower prices. Domestic manufacturers say they're fully able to meet the needs of the country without the influx of outside brands. It's an interesting situation to watch, since motorcycles are the transportation of choice.

—Gunny

of special interest

Wall Of Remembrance

If you're looking for a way to remember a loved one, friend, or family member, the National Motorcycle Museum & Hall of Fame in Sturgis has a unique and dignified way of assisting you. The Museum created a Wall of Remembrance in 1992, offering individuals a permanent location to recognize and remember a person who has been important in their lives.

For a tax deductible donation of $50, a chrome plaque will be placed on the Wall with the individual's name, date of birth, and passing inscribed on it. Two additional lines can be used to record important facts or memorable accomplishments. Call the Museum at (605) 347-4875.

—Twiggy

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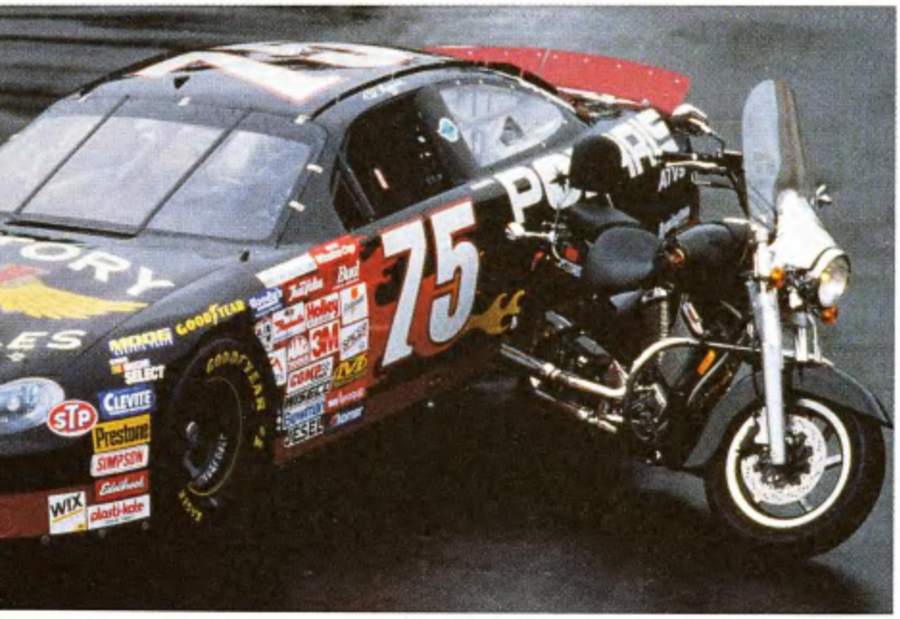
celebrity rides *Billy Ray Cyrus*

Achy-breaky hog

Photo: Billy Ray Cyrus Spirit Fan Club

Yep, that there is none other than country music star Billy Ray Cyrus astride his Harley Heritage Softail. He made quite an entrance at the annual Billy Ray Cyrus Spirit Fan Club Picnic in Franklin, Tennessee, in June.

Before that Billy Ray was in New England filming *Radical Jack*, his first starring role in a feature film. Billy is seen here with three of his kids and proved that you can never have to many Cyruses when the Achy-Breaky man got a call from his wife, Tish, who said that they will be expecting another li'l rug rat.



industry news *Racing Action*

Victory sponsors #75 Nascar at the Pepsi 400

On July 3, Ted Musgrave roared around Daytona International Speedway with a new detail on his number 75 NASCAR. Victory Motorcycles is now a proud sponsor of the black Ford Taurus owned by Butch Mock Motorsports. The special Victory Motorcycles flamed paint scheme was designed especially for its debut at the Pepsi 400. "We're thrilled to introduce Victory Motorcycles into our partnership with Butch Mock," said Polaris Industry's CEO Tom Tiller. "Incorporating the motorcycle industry with the excitement of NASCAR racing is a natural connection and we're proud to be among the first to bring them together."

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	**BIKER'S DREAM**	1997	2 21/32	08/20/99	9.21 - 2.25
EZR	**EASYRIDERS, INC.**	1998	1 1/4	08/20/99	4.25 - 1.00
BIGX	**EXCELSIOR-HENDERSON**	1996	3 7/32	08/20/99	11.00 - 2.25
HDI	**HARLEY-DAVIDSON**	1986	56 13/16	08/20/99	64.06 - 26.12
PII	**POLARIS/VICTORY**	1996	36 9/16	08/20/99	45.68 - 24.00
TMOT	**TITAN MOTORCYCLES**	1998	2 3/4	08/20/99	5.25-2.62

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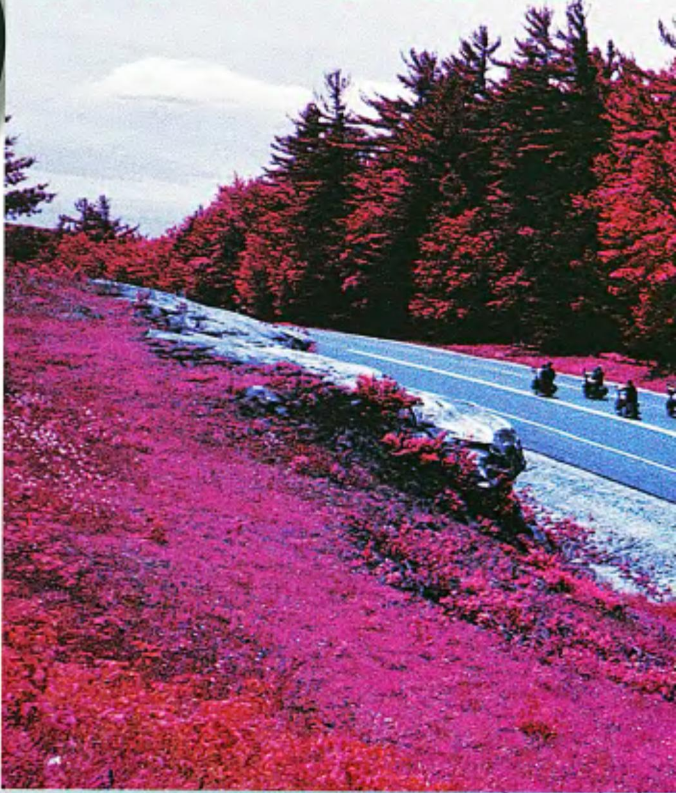
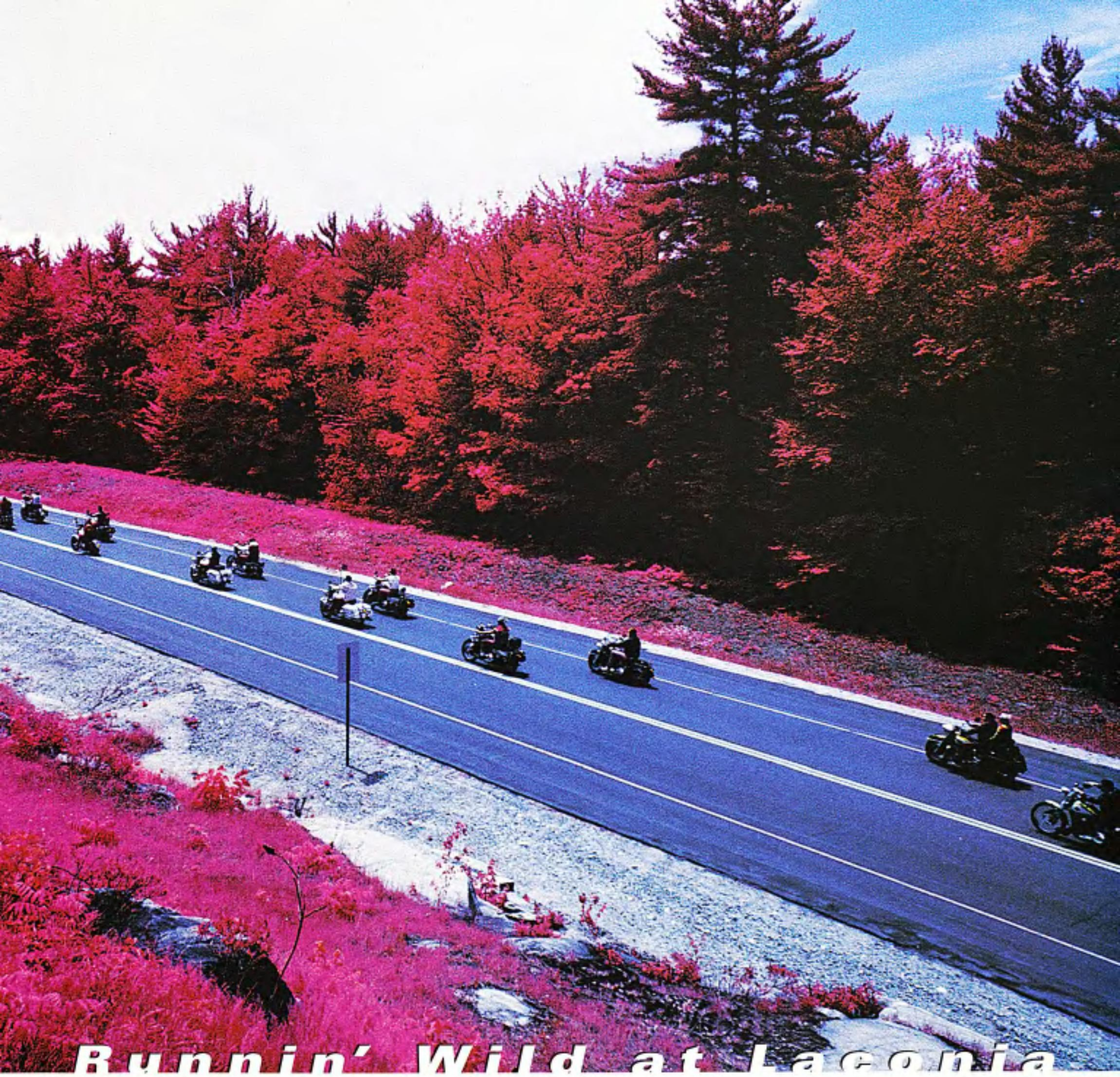
76 AND BEYOND!



I'm sitting here in Maine, reshaping and reassembling my body and mind after Laconia's 76th, and, suddenly, it struck me: It's not even Christmas yet and I've already received the best present anyone could ask for. The best damned gift I could get was my week in the Lake Winnipesaukee area of New Hampshire. Year after year, it never fails to change my outlook on life and bring new adventures.

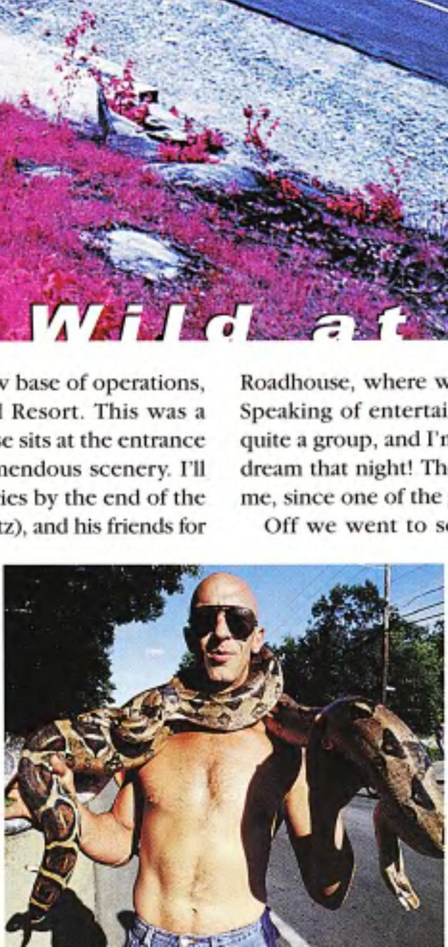


Runnin' Wild at Laconia

The Easyriders Team assembled at our new base of operations, the Smokehouse Restaurant Lounge and Resort. This was a place to scheme and plan. The Smokehouse sits at the entrance to The Weirs and provides a view of tremendous scenery. I'll bet that deck could reveal many great stories by the end of the weekend. Thanks to Charlie St. Clair (Schultz), and his friends for providing a great place to party.

We had a great spring and summer here in New England for just getting out and taking a putt. As always, the weather during Laconia Rally Week can be questionable. Not this year, though; things were looking great. It was a wet Thursday night and Friday morning, but nothing a little patience couldn't take care of.

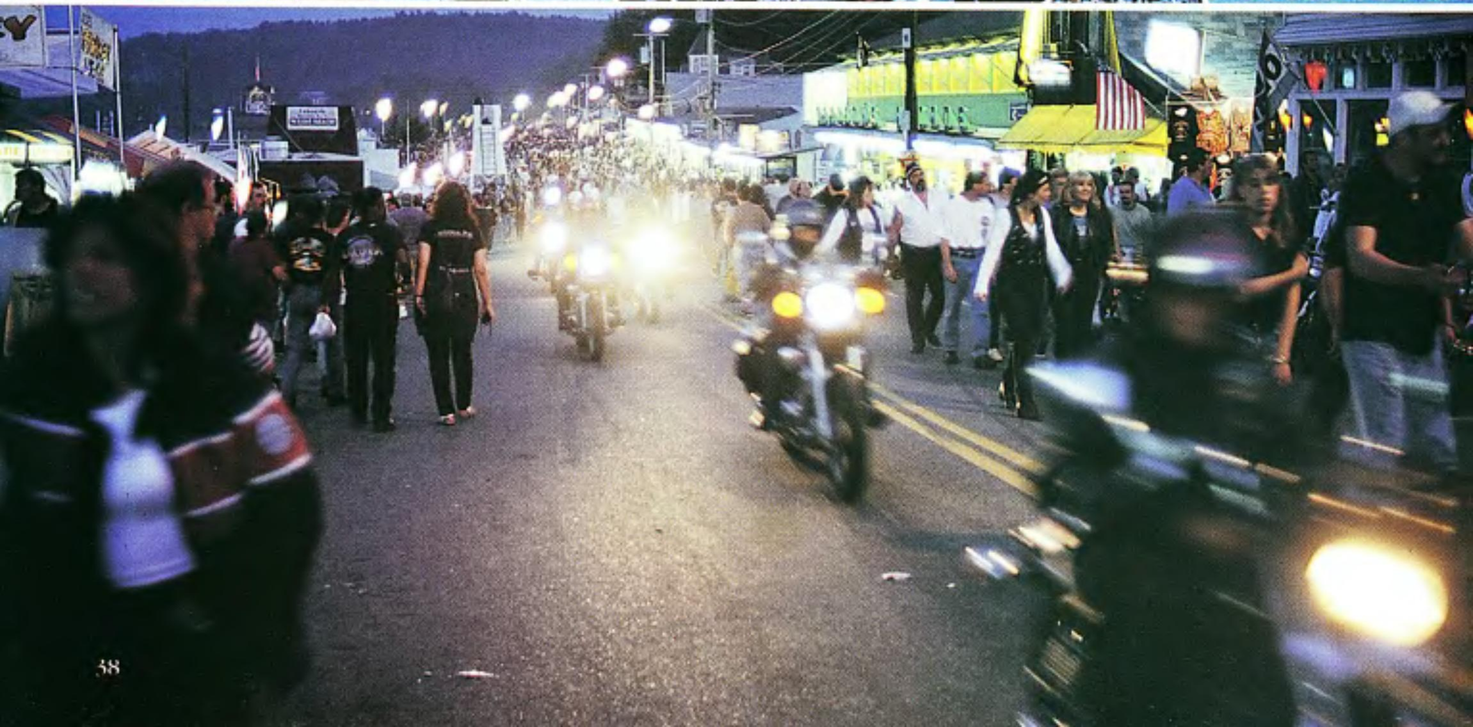
When things cleared up we took off to the Big Swap Meet at the Camel Roadhouse, where we enjoyed great tunes and entertainment. Speaking of entertainment, the women pouring drinks were quite a group, and I'm sure they were the source of many a wet dream that night! They gave us a bunch of stuff, a real plus for me, since one of the gifts was a new pair of underwear.



Off we went to scout out some new sights. The Weirs at night: The crowds on Wednesday made things quite cozy, and we met up with Cheri and some friends from Missouri. At night the strip takes on a whole different personality and people tend to let their hair down and are seen removing clothing (there are new laws on the books, though, makin' ya have to pay to play!). There are also vendors all over the place to buy great grub and suds.

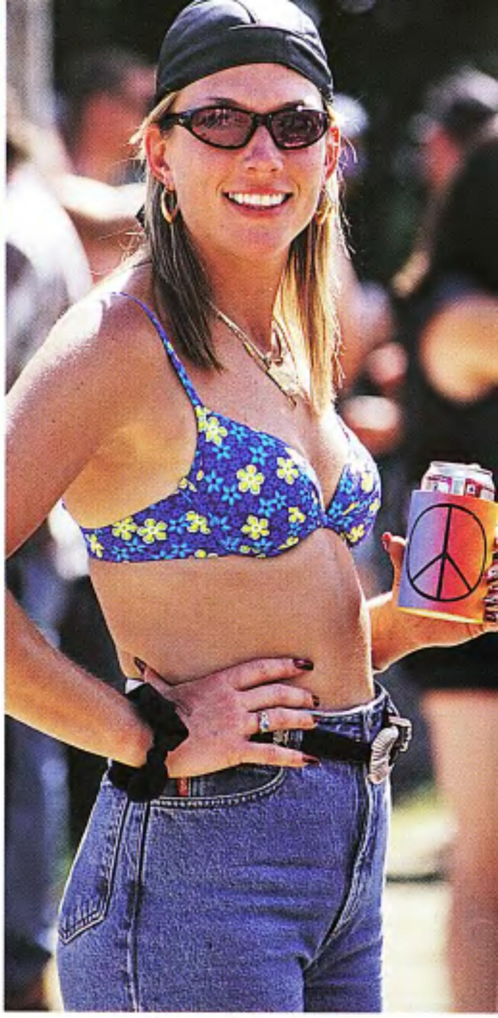
Mohegan
Harley-Davidson

SHELDON'S



Photos: Mike Lichter

The next morning, we found a new place for breakfast in Center Ossipee (on the east side of the lake) called The Chat & Chew on Main Street. Excellent food for not much money. On we went, down to Alton Bay to try and get some good scooter shots and some wind video. This is a great place to ride if you want to get out of the crowd and into the New England countryside. I warn from experience—the locals frown upon doing burnouts in the middle of the village. They were nice about it, though, and said something about "boys will be boys" and let us shoot film and tape of them.



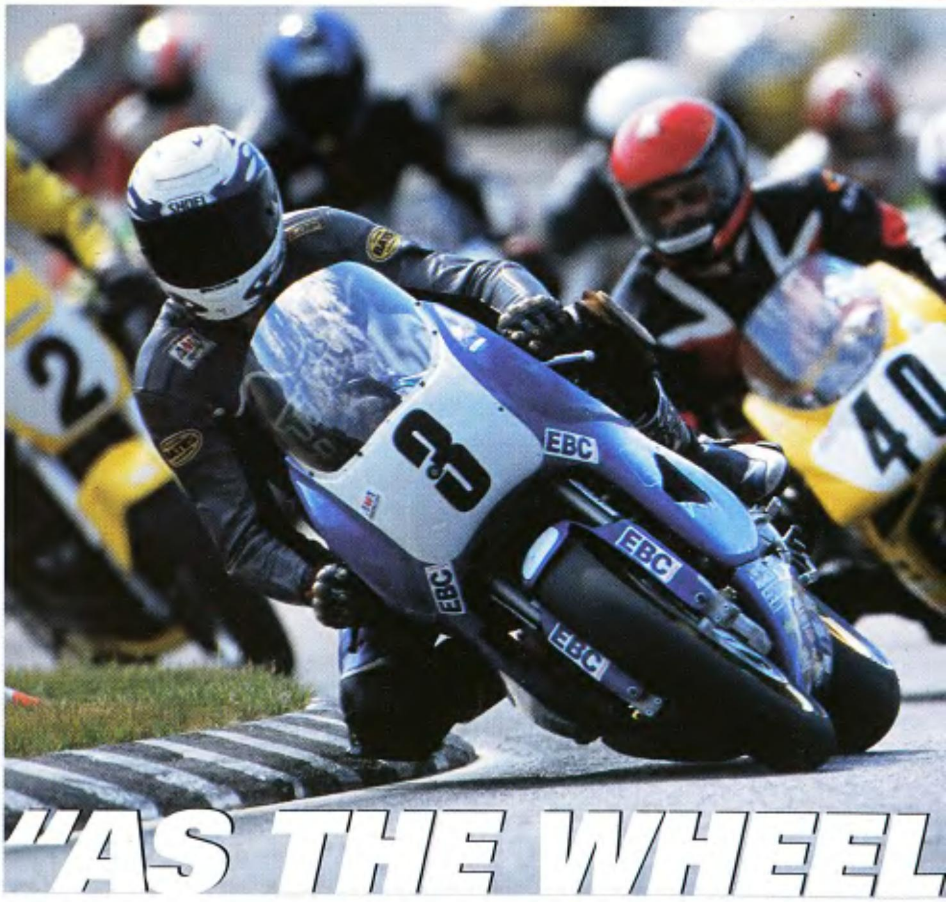
We gathered up the usual suspects and went for a ride. We saw the Camel Run go by with highly visible biker legends leading the pack (I knew this because I recognized a particular bald head). There is much to see, since you can go from coast to mountains in a very short time. We wound up at the East Alton General Store, where the owner let us chill out back for a while (you would be surprised how tiring it is to watch all those naked bazoomas!). While there, we met a most happy camper who had just won the new Fat Boy he was riding.

Evening took us over to the POW/MIA Freedom Run in Meredith, which always brings out heavy emotions. After the run, our merry crew broke up and went our separate ways in the rain. The next day we spent a good part of the day in Meredith at the Harley shop. This area has turned into major swap meet country. It was a little tricky with the crowds to get in and find parking, but the area proves to be a good place to explore. There is a train that goes to The Weirs from the H-D shop and back, for those who don't want to overheat their scoots in the heavy traffic.

On this year's mission, I wanted to determine where Laconia was going as an event. I'd heard about a place called Hawg Hill; a local legend in The Weirs, it turned out to be a kick-ass campground party. Well, here's the tale: About 14 years ago, D.L., Jay, and Norm had had enough of being price gouged at the motels, so they bought a little group of cabins on two acres of land not far from The Weirs. They were happy but lonely, so they invited some friends to stay and party—the legend grew. Now when you walk the two acres, tents are everywhere. Everyone is a neighbor and ready to party. The place has even gone international, with folks from Canada, Germany, and Ireland.

The owners of this event stay there all summer and continue the festivities. They only charge a small fee to stay during Rally Week. It's on a "first come, first settled" basis. They try to fit as many folks in as possible, which makes for a mess o' fun. Basically, Hawg Hill is what Laconia used to be like in the old days of the '60s. I was able to find all the fun and brotherhood again in this last Laconia Run of the century at a place called Hawg Hill. Merry Christmas.

—Sandman



They call it "professional" racing, but sometimes it serves up more subplots and melodrama than daytime TV. Loudon this year was one "what the ..!?" after another. There was the mysterious Friday AWOL no-show of resident bad boy Anthony Gobert, which would have been a big deal even if the Aussie wild man had not won the four previous Superbike races in a row! Harley factory rider Scott Russell got everybody's attention with his "guarantee" of a Harley win in Sunday's big Superbike finale. And, finally, there was a track-safety controversy. All this before a single bike hit the track.

We should have known we were in for a year like this back in March during Bike Week, remember? Harley-Davidson's new $1.2 million man, Scott Russell, got himself a fist facial on an ill-advised after-hours romp at a nightspot more renowned for its spring breakers than its nose breakers. So instead of putting a Harley VR1000 Superbike in the Daytona 200 Victory Lane, the guy who's won Daytona five times never even made it to the starting grid.

But Scott's fourth-place finish at Road America the week before Loudon pushed him to guarantee that he'd put the Orange and Black on the top of the New Hampshire victory box for the first time since Mark Brelsford did it back in 1969.

No matter that Scott changed his tune when he arrived at Loudon: "The bike isn't working as good as I had hoped it would." True, he posted the fourth fastest time in Friday's qualifying session. But Mr. Gobert stole our hero's thunder without even showing up.

So what, you say? What's one more missing boy racer or two?

Well, Mad Anthony—he of the rainbow hair, drug-related suspensions, and gargantuan natural talent—winner of the last four AMA Superbike races in a row did manage to upset a few folks. Like his entire Vance & Hines Ducati team, who had no idea where he was! Then, when he did show up Saturday morning, he pulled off one of

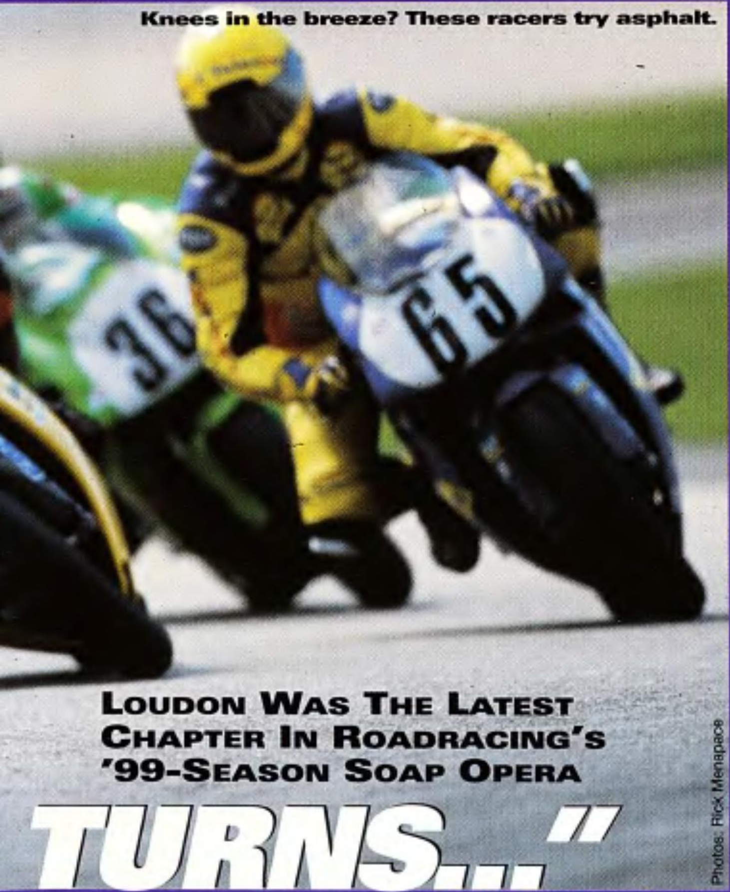
A new way to "hang out" at Loudon.

the best psyche jobs in history, going out and setting a new lap record and putting his Italian big twin on Sunday's pole position.

Friday's absence, he explained, was because he'd lost his team's New Hampshire phone numbers. But primarily, Gobert said, his no-show was a protest of the track's unsafe conditions. Last year's Loudon racing saw three terrible crashes and career-threatening injuries to the riders involved. The other riders blamed the track and demanded changes in its configuration for this year.

NHIS made a number of changes this year, but the voting varied widely. Some said the changes made the track faster, not safer. Some said they made no difference. And some said they were a good start, but more needs to be done for next year, which the track folks again seem ready and willing to do.

Oh, yeah, in case you were wondering, there was some on-track


Knees in the breeze? These racers try asphalt.

Photos: Rick Menapace

LOUDON WAS THE LATEST CHAPTER IN ROADRACING'S '99-SEASON SOAP OPERA

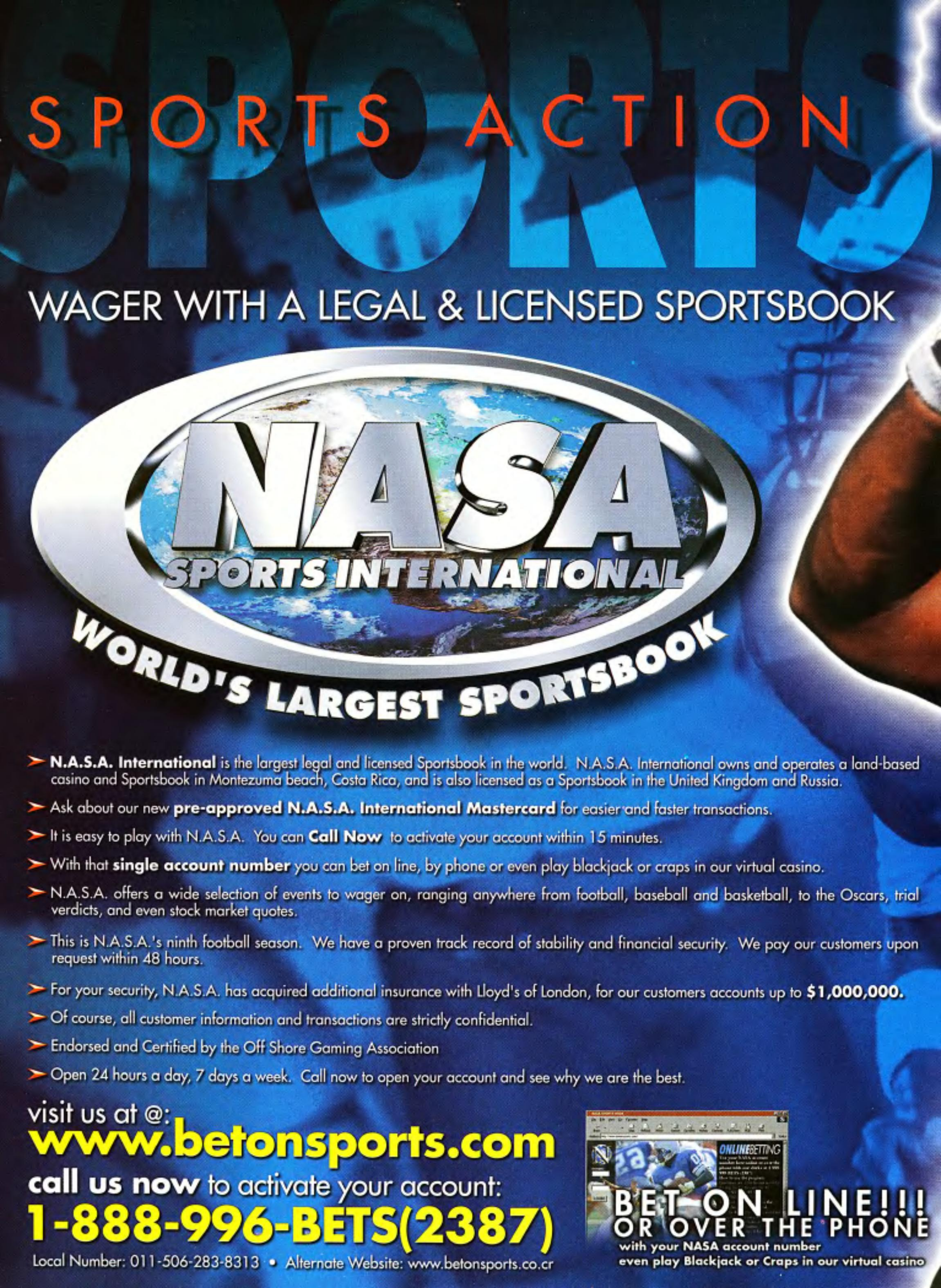
TURNS..."

H-D's Scott Russell

action at Loudon this year, too. Scott Russell didn't make good on his guarantee. And Gobert didn't make the most of his pole position, either. Tire problems pushed Russell back to 11th in Sunday's Superbike final. But Pascal Picotte, Russell's fast, hard-riding French-Canadian teammate on the factory Harley Superbikes, finished ahead of him in eighth. Gobert did lead for a few laps before Doug Chandler reeled him in and took the win. It was Chandler's first Superbike win since '97, and his first Loudon win since 1990—the year he won his first AMA Superbike championship. It was also a pretty cool Dad's Day gift for the father of three and he celebrated by having his kids join him on the podium.

Shawn Higbee put his Tilley's H-D/Buell out in front of the Pro-Thunder class field by a—get this—33.7-second margin of victory in the 24-lap final! The win made Higbee the only Pro Thunder rider to win more than one race this season so far. Other Buells of note were H-D/Buell of Boston's Chad Healey in fourth and Cory Call on the GS Racing Buell in seventh. A neat thing about Call is, he won the Daytona Pro Thunder race on a Ducati before making the switch.

And that was it. Tune it next time for another episode of *As The Wheel Turns*. —*Ricky Racer*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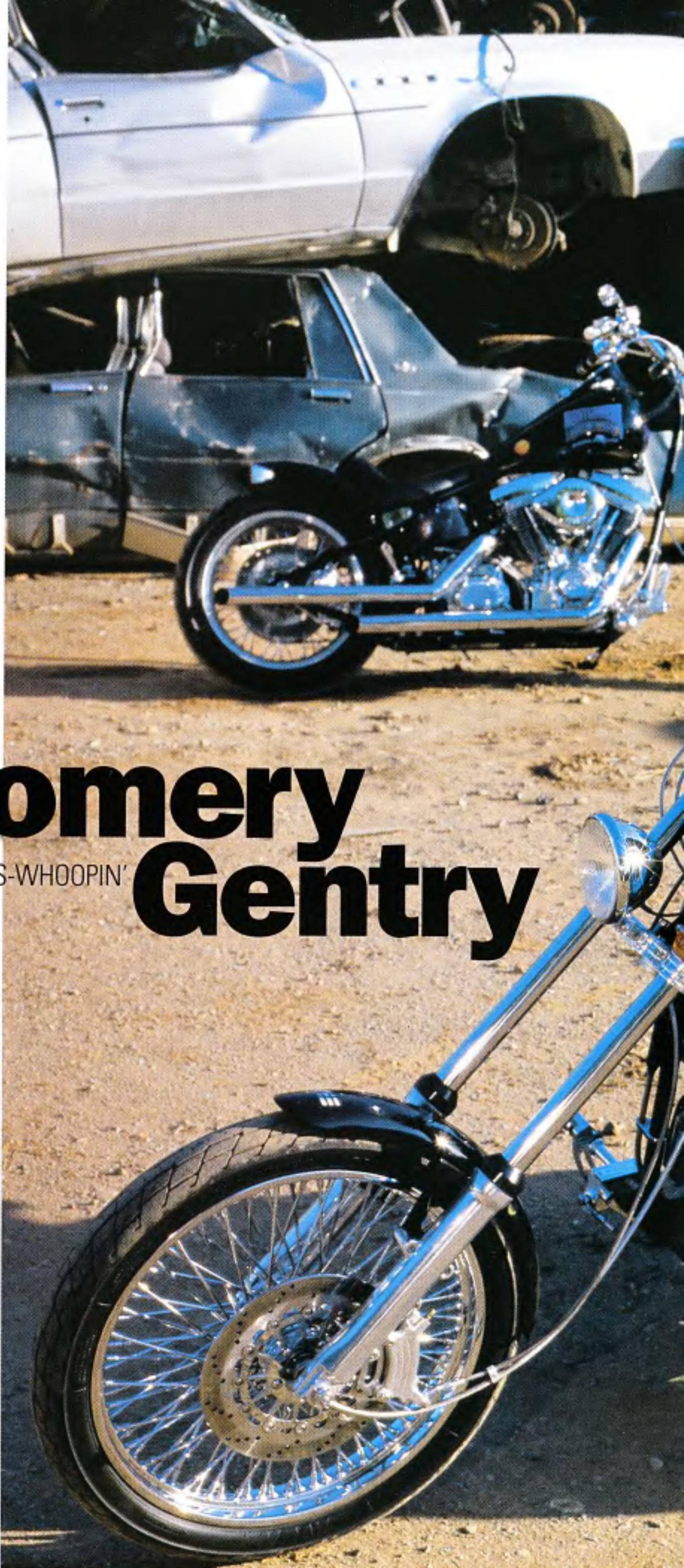
All I can say about my night with Montgomery Gentry is, "Thank God for tape recorders!" We didn't capture anything tabloid-bound, but after the ass-whoopin' these guys did to my brain cells, I didn't recall much of what happened.

It was two days before the celebrated Academy of Country Music Awards (ACM) in Los Angeles, California, and I was to meet Eddie Montgomery and Troy Gentry, two guys who are shakin' up the country charts with their debut release, *Tattoos and Scars* on Columbia Records, at their hotel. As I was soon to discover, these rowdy good ol' boys ride hard, play harder, and belt out the kind of hard-drivin' down-home music that's been missing from the airwaves for too damn long.

Their manager met me upon my entrance into the hotel lobby. He recognized me right away since I had a pile of magazines, T-shirts, notes, and a tape recorder that kept falling out of my shirt—a great first impression. "Eddie and Troy are in the lounge [manager lingo for bar]. We can either talk there or somewhere quiet like." Like what? Like where? Oh, that's how these boys from Nashville talk. I get it. We headed to the lounge. No



Montgomery Gentry

TWO GOOD OL' BOYS DELIVER AN ASS-WHOOPIN'

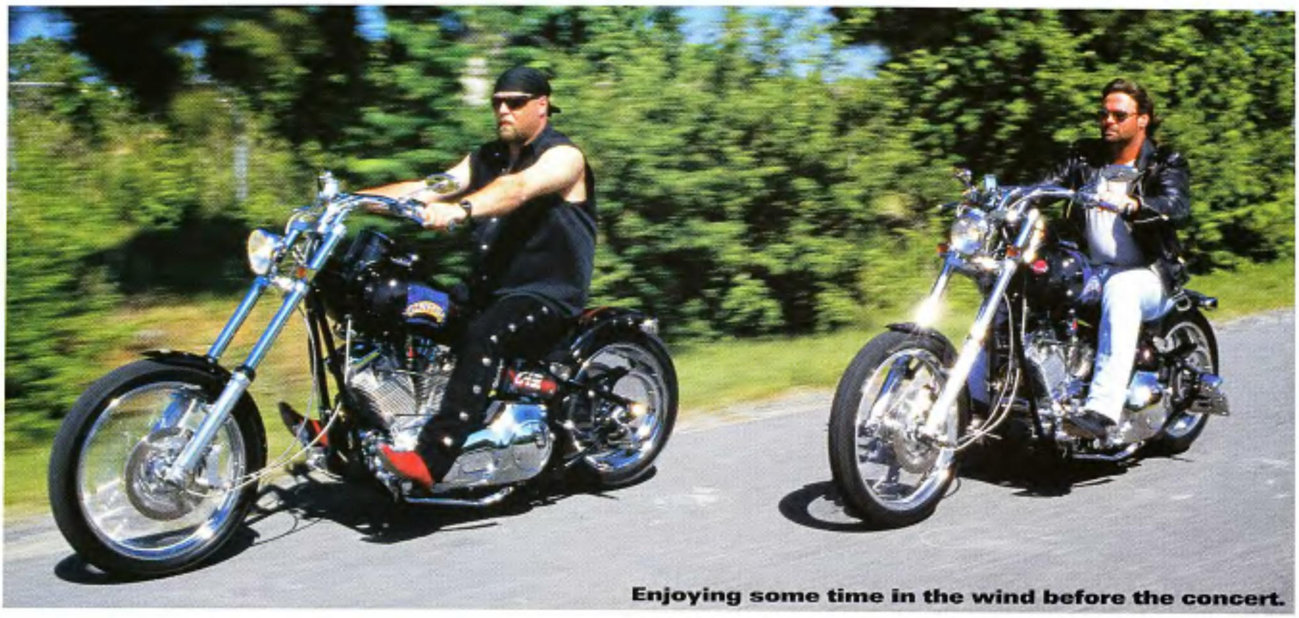
distractions, right? Then I heard those fateful words: "What are ya havin'?"

Since I was to conduct a professional-type interview, I replied, "Water's good."

"Well, hell yeah it's good," Eddie boomed, "But what the hell ya havin' to drink?" When a guy as big as Eddie asks ya what you're drinking, you'd better be polite. So it was a round of double Jack and cokes, Knob Creek and beer, and a shot of interviewin'!

Before we get into the whole brain cell-killing evening, let me give ya a little background on these guys. Eddie is the brother of country singer John Michael Montgomery. John Michael had a string of hits starting in the early '90s. Earlier on, Eddie and John Michael had their own band called Early Timez. Troy Gentry joined the band doing guest vocals, but left the band two years later to open a club, The Grapevine, with his father and to start a solo career. During that time Troy and Eddie still played together for benefit concerts like Toys for Tots and Flood Relief. Then five years ago, they put together

Eddie Montgomery (left) and Troy Gentry with their American Eagle STM-C Choppers.



Enjoying some time in the wind before the concert.

their own band, and after playing for sold-out crowds in their home state of Kentucky, Sony Music Nashville set up a showcase for Sony staff and insiders. Before the show was over, a deal was in

the works and the boys signed on with Columbia Records.

Once the blood-lettin' was done and the souls were paid for, it was an immediate launch through the charts. Their current singles, *Hillbilly Shoes* and *Lonely and Gone,* are in the top five of all the country music charts and still climbing. They've also been nominated for the Country Music Association (CMA) Duo of the Year!

While doin' a show in Nashville, they ran into Tom Butler and Wiz of Cycle Sorcery. Tom and Wiz showed them a few bikes and they fell ass over tea cups for the scoots shown here: American Eagle STM-C choppers. Troy explained their choice. "Well, we talked to them and really liked the company's take on bike building." They did some custom paint work on the bikes, but almost everything else is stock American Eagle. These choppers are pushin' 100-inch AE/S&S motors with dual-fire ignitions, AE/S&S cams, and five-speed close ratio trannys.

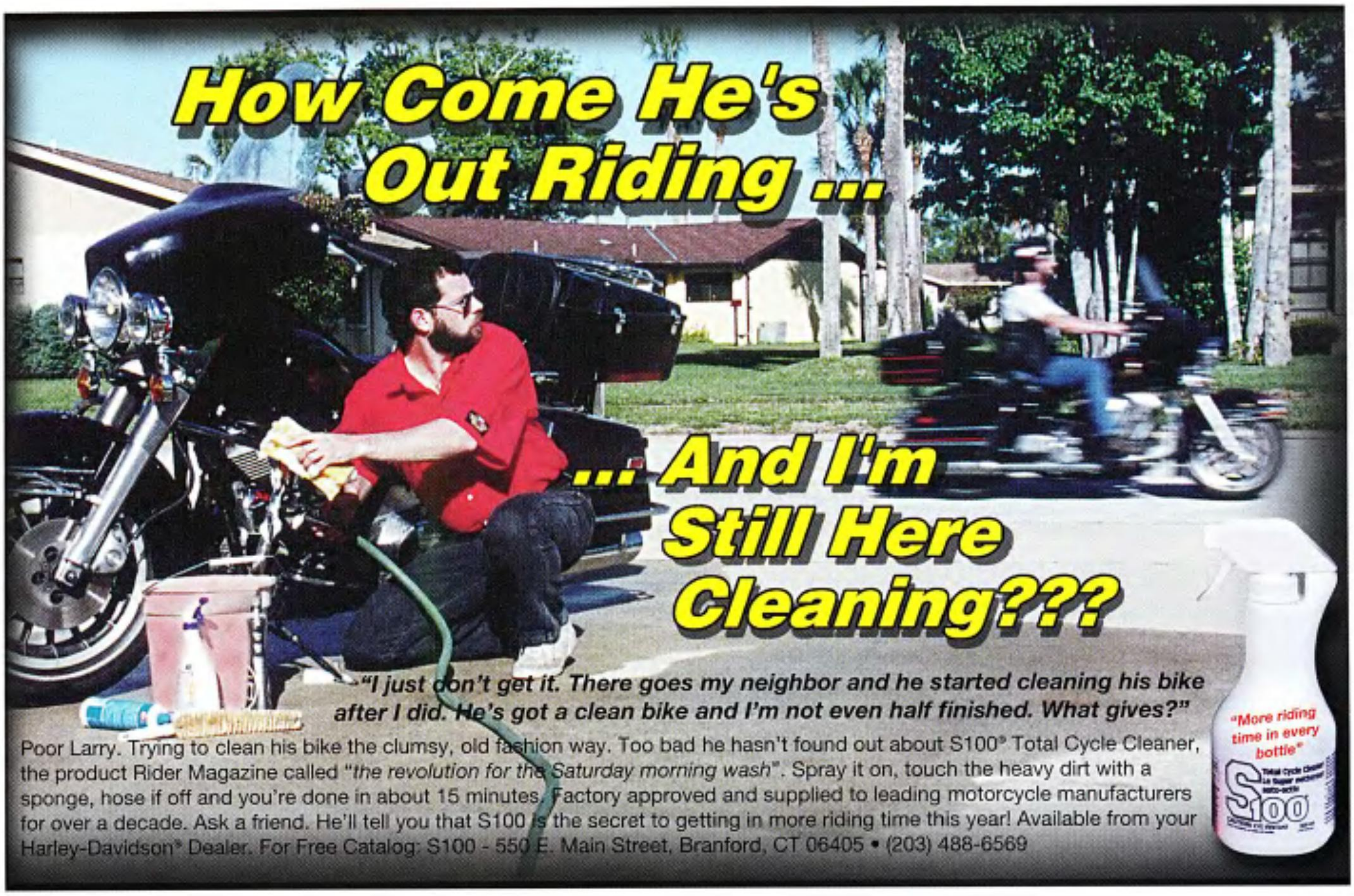
Eddie and Troy each stand a few inches over six feet, so they are *not* small. "That's why we really like these bikes, and why ya nursin' that thing, boy? We got a long night ahead!" Eddie said, and without missing a beat continued on. "The rake on these is perfect, almost like they were custom built for us!" The STM-C Choppers have a 38-degree rake, a seat height of 26 inches, and a four-inch ground clearance. Now that's a chopper.

These guys have been riding most of their lives, so it was important to get the bikes they wanted—not just what was available.

What lies in store for Montgomery Gentry is anyone's guess. If the crowds and record sales are indicators, then they're headed for the top. It's not a far-off bet to say they might end up with a few of those ACM and CMA awards strapped to the handlebars of these scoots in the near future. If you were in Sturgis this year, you could have caught their act at the 'Chip, where they opened for Lynyrd Skynyrd, or seen them cruisin' around the Easyriders Truck Stop. If ya haven't seen 'em yet, do it. These are down-to-earth bros to hang with and ass-kickin' musicians who are settin' country music on its ear. And I will get even for the hangover! As soon as I remember where I left the keys to my bike.

—Oil Can

Photos: Aaron Stevenson



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TalkingTech

Did you know that porcupines float in water and that the longest recorded flight of a chicken is 13 seconds? Well, here's some more stuff to know that we like to call the Tech Letters.

—The Management

A Few Suggestions

How about a detailed article on the new trick rear brake and belt-drive pulley combination? Or a detailed article on rubbermounting a Sportster engine? Extending the length of a Sportster swingarm?

T.J.
Sunshine State

Your suggestions are noted, bro. Check out Easyriders #310 (April '99) where we feature Donnie Smith's left-side brake for belt-drive models. As for the rubbermounted Sporty, the slickest thing I've seen yet was at Chopper Guy's in Vallejo, California: (707) 557-2400. They had a Sportster engine slung in their FXR frame. The combination is so stock-looking it will make you look twice, and from what I hear, it runs fantastic. They have swingarms and wide tire frames for this application, so contact them for more info.

Oil's Well

I'm so proud of you I could just shit. Finally, someone is talking about the most important accessory for a Harley, and that's the oil you put into it. If you think Mobil 1 is good, and it is, you must check out AMSOIL. AMSOIL motor oils are used in the motor and primary case, gear oil in the tranny, ATF in the forks (that's right, in the forks), synthetic grease in the cables and wheel bearings. Overall temperatures are knocked down 40-50 degrees, 2-4 extra horsepower, engine oil changed at 12,000 to 15,000 miles. See you on the road.

Bill Lockwood
Paisley, Florida

Thanks for the info, Bill. I'm familiar with the product. Although Pans and Shovels have clearances that require the use of heavier oils, the Evo and Twin Cam crowd should be interested in this. I'll be putting your claims to the test, Bill, and will let the readers know in a future update.

Pump It Up

I have a '94 FXDWG with 30,000 miles on it. It has a Screamin' Eagle air cleaner with a Dyno Jet kit, SE slip-on mufflers, and SE ignition. I bought the bike this way. I've already experienced the dreaded tranny bolt problem (after shaking out during a long trip last summer). Would a torque arm have prevented this? Or does this only apply to more modified engines? Now that the 88s are out, how much work needs to be done to keep up with, if not stay ahead of, these monsters? And lastly, would I gain any performance with different pipes, say Pythons, Samsons, Big Guns?

Mike Gordon
Pilot Grove, Missouri

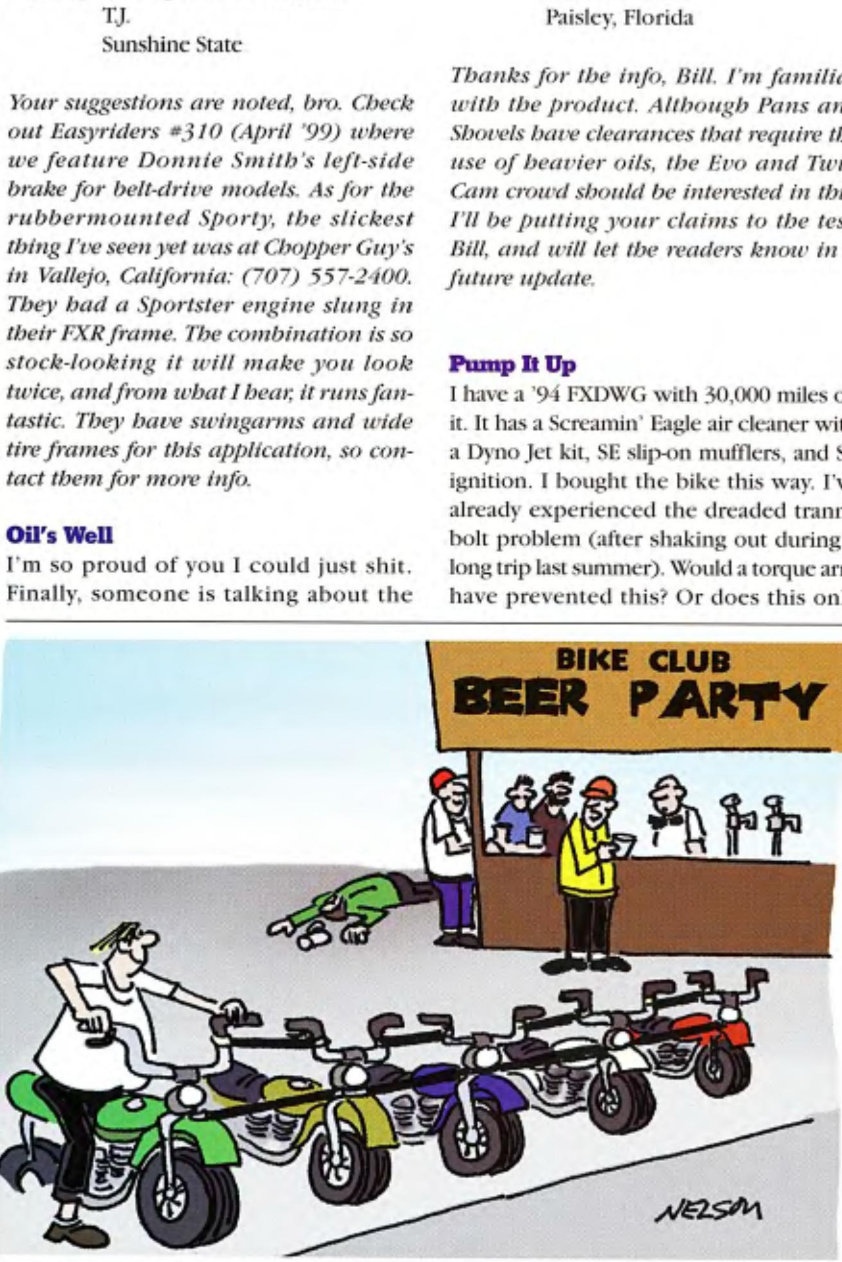
From what I know, invest in a Carlini torque arm; you won't be spending money for nothing. I still occasionally hear some bros I know having a bad time with their Dynas, but the aftermarket usually ends up helping them out (and these guys don't treat their bikes so easy). As for the 88s, they can be kept up with and flat-out smoked with the right engine mods. Pipes are always an easy way to make power, and I've always had good results with Cycle Shack (415-583-7014, www.cycle-shack.com). A bit of massaging to the baffles and they come alive. When you're ready, step up to a bigger cam and continue on from there. It won't be long till you only see those 88s in your mirrors, but do invest in the torque arm.

Pie Are Square?

With all this talk about bore vs. stroke, under square, square, and over square, and cubic-inch conversion to ccs, I'm confused. I have a stock bore, 4 5/8-inch stroke Shovel. Is this over or under square, and how can I convert this to ccs? It involves pie, but I don't think it is raisin pie.

John Neuman
Gore, Oklahoma

Well, it's displacement, or engine size that you want to relate to in either cubic inches or cubic centimeters. To convert from cubes to ccs, just take the cubic inches and multiply by 16.387. Your Shovel with a 3.5-inch bore and 4.625-inch stroke measures out to be 89 cubic inches. That figures out to 1,458 ccs. Square means an engine has the same size bore and stroke. Under square (I hope I didn't get this backwards) means a longer stroke and a smaller bore; over square means a larger bore and shorter stroke. If your bike fires up and runs every day, it doesn't matter.



"Murray is our designated driver."

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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Solid State Regulator New USA Made specify year & model $59.95
D-3 $49.95 1941-1984 3 Stud Clutch Hub
HO-6 $39.95 Chrome Springer Horns
D-512 $49.95 Specify 2:1 or 1:1 ratio Big Twin Speedo
PC-3 $79.95 1936-1964 Chrome Outer Diamond Primary
M-16 $7.95 Chrome Glass Filter
AS-9 8" $29.95 Chrome Air Cleaner Round Logo
C-9 $9.95 Chrome Fat Bob Gas Caps
D-15 $29.95 Clutch Plates 1936-84 Big Twin specify year & model
D-2 $9.95 ea. Steel Clutch Disc.
BR-9 $24.95 Oil Pressure Gauge
H-5 $14.96 Chrome Throttle Control
G-7 $14.95 Chrome Petcock Fits 1975-91
BR-12 $14.95 Chrome Oil Temp Gauge for Oil Tank
C-40 $12.95 Chrome Solenoid End Cover-Big Twin 4sp 1965-1988
Chrome Horse 4 & 5 sp. Heavy Duty Transmission Cases Only TC-100 4 sp. TC-101 5 sp $279.95 ea. $168.95 ea.
Motor Factory 4-Speed Transmission 062150 $1295.95
Leather Chopper Jeans Size 28-42 L-33 Plain $99.95 L-33L Lace Up $109.95
BOLT & BASE NUT WRENCHES Set of 3-7/16 X12 • 9/16 X 5/8 • 11/16 X 34 HB-1 $9.95 set
FB-4 $49.95 Floor Boards with Antivibration Rubber 1940-1984
HDC-1 106 $27.95 HDC-2 110 $29.95 Heavy Duty Super Link Drive Chain
R-23-B Black $9.95 Fat Bob Tank Rubber Divider
LT-574 $299.95 Legends USA Billet Triple Trees aircraft quality 6061 billet aluminum FL-1949-84 FXWG-1980-86
ORIGINAL POLICE STYLE WINDSHIELD Windshield kits for FL models. Our beaded Windshield kits are made from acrylic for strength & light weight. Windshield for 4-speed . FL models 1949-84 Part# WS-1 $119.95
C-70 $29.95 Chrome Tombstone Tail Light
2211 $149.95 Big Twin 11" Shocks
L-2X $5.95 4 for $19.95 Chrome Bullet Light
L-4 $29.95 1955-72 Chrome Tail Light
L-16 $9.95 Late Model Tail Light Lens with Blue Dot
Chrome Cateye Tail Light DP-1 $19.95
8080C Oil Cooler Sleek Aluminum $59.95 Polished $69.95
FE-5X $49.95 Fenders FX & XL
E-7B $139.95 US Made 12 Volt Generator
EX-2 specify year & model $69.95-$79.95 Drag Pipes
SM $149.95 Chrome Starter Motor Specify Prestolite or Hitachi Type
Chrome Wide Springer Without Shock 181-3 $899.95
FE1 $29.95 Shorty Fender
Replacement Cylinders for Evolution. Bored for Stand. 80". Fits Ft. & Rr. CY-112 $129.95 ea.
FE-3E $109.95 Hinged Rear Fender for FL Swing Arm
FE-4R $89.95 FL Front Fender
FE-6. $59.95 Fat Bob Swing Arm Fender
SU-5 Chrome Tear Drop Style Air Cleaner $29.95
Novelty Helmet Eagle HEL-14 $34.95
Novelty Helmet Super Eagle HEL-16 $34.95
Echo Helmet Quick Release ACC-46 $7.95ea. 2 for 13.95
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SP-36 Cateye SP-25 2 Light SP-40 3 Light $99.95 SP-74 FL $139.95 Includes Speedo, 2-1 or 1-1 Key-Switch Dash Base and Dash Mounting Plate
31/2 Gal. or 5 Gal. Fat Bobs 1936–84 $99.95
Flat Side Fat Bob 3 1/2 Gal $129.95 5 Gal $139.95
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Harley-Davidson's 2000 MODELS

In every sense, this is truly a once-in-a-lifetime opportunity. To own a new Harley is one thing, and to own one at the turn of the century is another, but to ride into a new millennium ... now *that's* the kind of icing ya wanna put all over your two-wheeled cake.

Lafayette recently had the pleasure of rompin' along the shores of New Hampshire's Lake Winnipesaukee, roadtestin' each and every one of the factory's new models. We couldn't shut him up when he got back. "The new Sportsters have four-piston fixed caliper brakes with newly designed uniform expanding rotors. The XL powertrain has a new pressed-in crank pin, steel body lifters, and redesigned tappet blocks. And the tranny has a modified second gear that provides a smoother transition between first and third gear. Plus, the XL 1200C has a larger, 4.4-gallon fuel tank."

Hmmm ... somehow, Lafayette's French accent sounded remarkably polished. He continued on. "The FXDX received a fully adjustable front and rear suspension, along with a wider rear tire, freer flowing ceramic-coated exhaust system, and new standard cast aluminum alloy wheels wrapped in sport compound rubber front and rear."

"OK, buddy," we interrupted. "Who are you, really, and what have you done with Lafayette?"

"The Dynas also received new brakes, sealed wheel bearings, a revised electrical system, and a new secondary drive for the FXDX ..."

"Medic! Somebody get a medic!" The signs were all too clear ...

"And then there's the incredible new Softail line featuring the Twin Cam 88B engine, with twin counter rotating balancers to fully cancel primary engine vibration. There's also a fifty-percent reduction in shifter effort, courtesy of a new shifter mechanism and a new transmission case ..."

Yep. Our beloved Lafayette had succumbed to a case of new Harley fever. For writers, the most obvious symptoms involve the committing to memory of every detail offered at a press riding conference. These new bikes make that kind of impression.

"Notice also the new larger oil tank with styling details that include chrome external oil lines, reminiscent of such classics as the 1941 FL Knucklehead."

That was about all we could handle for one day. The man needed rest; he was overloaded with riding rejuvenation, and, frankly, we were jealous as hell. So we started looking through the brochures ourselves. "A new frame with a redesigned rear suspension that improves overall stiffness by thirty-four percent, a new, one-piece five-gallon fuel tank, new maintenance-free sealed battery, new hollow spoke cast-aluminum wheels, and a new brake system for the touring models ..."

"Uh, hi ... I'm the janitor, and, uh, if there's anyone out there, I think the staff could use some medical attention. They seem to be walking around the parking lot staring in a daze at shiny new test bikes, smiling and reciting motorcycle specs. I'm including this note on this stack of outgoing pages to the printer. Hope someone reads it."

—*Walt the Janitor*

THE SPORTSTERS

2000 XLH SPORTSTER 883

For many, page one of the Harley-Davidson legacy begins here with the 883 Sportster. Its classic solo-seat, low-rise handlebars, shorty dual exhaust and ambit-lit speedo are all the basics you need to begin many a mile. At 57 mpg highway, its 3.3-gallon tank and electric-start 883cc Evolution engine will let you cruise the back roads without a care. It's the perfect bike to begin an upgrade project on, with plenty of Screamin' Eagle performance parts available. (Laced wheels are available as an option in North America and are standard in remaining markets.) This year's new finishes include Luxury Rich Red Pearl and Bronze Pearl.

2000 XLH SPORTSTER 883 HUGGER

Being 27 inches off of the ground ought to give anyone the right perspective for rolling on the throttle and catching some affordable wind. The Hugger's latest claim to fame is running with Harley's new four-piston caliper front and rear brake systems, new sealed wheel bearings, and a new sealed, 12-volt, 20 amp-hour, 275cca battery. Other standard features include its solo seat, pullback buckhorn bars, and spring and damping rates specially calibrated for this ride. Optional colors include Aztec Orange Pearl, Bronze Pearl, Chrome Yellow Pearl, Cobalt Blue Pearl, Luxury Rich Red Pearl, Vivid Black, and White Pearl.

2000 XL 883C SPORTSTER 883 CUSTOM

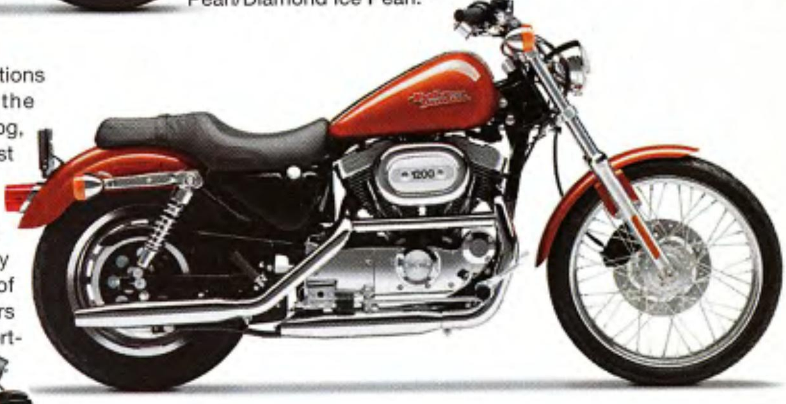
The 883C introduces riders to some basic customizing possibilities that actually come standard. The boulevard-style drag bars and leg-stretching forward controls, 21-inch laced-up front wheel and solid 16-inch rear disc are the basics for light-to-light engagement. Also standard is the two-up seat that lets you bring a friend along for the hip-hugging ride, which you can keep track of with the resettable trip meter on the odometer. Color options are Aztec Orange Pearl, Bronze Pearl, Concord Purple Pearl, Diamond Ice Pearl, Luxury Rich Red Pearl, Sinister Blue Pearl, Vivid Black, and White Pearl.

2000 XLH SPORTSTER 1200

Here's where ya step up a notch and find out just how quickly a 1200cc motor can get you into the fast lane. The staggered shorty dual pipes sing a very soothing tune as you grip the buckhorn handlebars and bang through five very anxious gears. This model's highlights include Harley's new four-piston fixed calipers (with new brake material) and newly designed uniform expanding rotors. The electronic tech and speedo (with resettable tripmeter) are a sharp customizing standard, along with the two-up pillow-look seat. The other custom options are two-tone Luxury Rich Red Pearl/Vivid Black, two-tone Aztec Orange Pearl/Diamond IcePearl, and two-tone Sinister Blue Pearl/Diamond Ice Pearl.

2000 XL1200C SPORTSTER 1200 CUSTOM

Besides having a range of 13 custom color combinations to choose from, the biggest asset offered with the XL1200C is the 4.9 gallon fat bob fuel tanks. At 52 mpg, that's over 200 miles of care-free cruising potential just waitin' to be tapped. Other stylish features include isolated rider foot pegs, short stroke rear shocks, sport-style front fender and black and chrome engine trim. Its gross vehicle weight rating comes in just shy of 950 pounds (948 on the nose), so there's plenty of packing possibilities as well. The low-rise handlebars and two-up seat will have ya sittin' pretty and comfortable to boot.



2000 XL1200S SPORTSTER 1200 SPORT

This is the ultimate stock performance Sportster, with triple disc brakes that will stop on a dime and give you change. Dual- plugged heads, single-fire ignition, raging cams, and sport compound performance tires are just the beginning of this ride in the fast lane. Fully adjustable cartridge-type front shocks, and fully adjustable gas reservoir rear shocks make the ride even smoother. Further style enhancements include a new Black Satin ceramic coating on the staggered dual short exhaust pipes. And the 13-spoke silver-plated aluminum cast wheels give you the steady road grip for entering and exiting turns with the best of 'em.

THE DYNA GLIDES

2000 FXD DYNA SUPER GLIDE

Here's where your rubber-mounted, Big Twin fantasies begin. The vibration-damping Dyna Glide frame houses the 1450cc Twin Cam "Fathead" motor just itchin' to let loose some throttle-ticklin' torque. The 28-degree, 39mm front end with dual-rate springs, fat bob tanks, center console, flat handlebars, and stepped-seat all come standard. High beam, neutral, and oil pressure engine diagnostic lights complement the electronic speedo and fuel gauge, along with the odometer and resettable tripmeter. The 1.2 kw electric starter with Bendix-type engagement gets you goin' every time. Other standards include the under-transmission oil tank, polished engine, and integrated fork lock with common barrel key for your ignition.

2000 FXDX DYNA SUPER GLIDE SPORT

One notch up the Dyna ladder leads you to a new, fully adjustable cartridge-type front and pre-load and rebound-adjustable rear suspension. A freer-flowing, ceramic-coated exhaust system and new standard cast aluminum alloy wheel wrapped in sport compound tires front and rear ain't a bad catch, either. A low-slung custom seat and flat black handlebar setup keep the look sharp and simple. At 50 mpg, the 1450cc Twin Cam "Fathead" powerplant coupled with the 4.9- gallon fat bobs will give you the finest runnin' 200 miles of cruise you've felt in quite some time.

2000 FXDL DYNA LOW RIDER

A mere 26.5 inches off the ground, the FXDL's 32-degree front end is complemented by buckhorn pullback handlebars that let you feel like there's nowhere you can't go, and in comfort to boot. The adjustable spring preload rear shocks ensure that comfort even further, as do the highway pegs and rubber-isolated operator and passenger foot pegs. And speaking of back-seat companions, you can plan on an extended outing with the 1,085 pound gross vehicle weight rating, allowing for plenty of strapped-down camping gear. Best yet, some of the new color options include Suede Green Pearl, Bronze Pearl, and Luxury Rich Red Pearl.

2000 FXDS-CONV DYNA CONVERTIBLE

Open-road touring or city-street profiling, the Dyna Convertible comes standard with detachable windshield, saddlebags, highway pegs, passenger pillion, and backrest to give you plenty of riding options. The tall-travel shocks are equipped with adjustable spring preload, complemented by the 39mm polished aluminum fork triple clamp and dual-rate springs. The 13-spoke black painted aluminum cast wheels are also available with a laced wheel option. The sport-style front fender with painted brace is matched with chrome rear fender supports, adding style to the already functional rubber-mounted frame, with vibration isolation throughout, including rubber-isolated operator footpegs.

2000 FXDWG DYNA WIDE GLIDE

This model bridges the gap between a stock Harley and the beginnings of a custom chopper. It has 32 degrees of rake, forward controls, factory mini-apehangers, a 21-inch front laced wheel, and, best of all, 41.3mm of pure wide glide front end. The custom-pillow soft seat, bobtail rear fender, adjustable spring preload rear shocks, and sissybar with backrest pad only add to the sweetness of the deal. The color options are truly the icing on the custom cake, including White Pearl, Bronze Pearl, Diamond Ice Pearl, Vivid Black Two-Tone Sinister Blue Pearl/Diamond Ice, Two-Tone Luxury Rich Red/Vivid Black and Concord Purple.

THE SOFTAILS

(completely redesigned to house the Twin Cam 88B motor)

2000 FXST SOFTAIL STANDARD

The classic line of a hardtail combined with the new (and unbelievably improved) Softail suspension. Its laced wheels, 41.3 wide glide front end, 5-gallon tanks, forward controls, 26.1-inch seat height, and custom-style seat are only the beginning of the upscale riding experience. Available in Vivid Black, Sinister Blue Pearl, and Luxury Rich Red Pearl, the FXST is where boredom ends and customizing begins. The 21-inch front wheel and 16-inch rear wheel housed within the 95-inch length lets you sit long and lean, with cruising comfort and improved shifting to make the long hauls seem like a bar hop.

2000 FXSTB NIGHT TRAIN

The black-on-black Night Train has a stealth profile that adds a new meaning to "Dark Shadows." The Badlander-style custom minimalist seat, stainless drag bars mounted on 6-inch risers, and a wide raked fork (41.3mm) straddling a 21-inch laced wheel is a look available in exactly one color: Vivid Black. The Twin Cam 88 counterbalanced engine is also blacked-out by high-gloss, texture and wrinkle black finishes. One gets the impression this bike might be sorta, uh, black ... but the chrome engine trim, rear fender supports, and horseshoe oil tank do add a touch of glimmer.

2000 FXSTS SPRINGER SOFTAIL

The nostalgic 1948-styled Springer front end sets this Softail far and apart from the rest of the pack. With 10 color combinations to choose from, the FXSTS is a ride awaiting customizing. Its buckhorn handlebars, 21-inch laced front wheel, and low-profile Quartz halogen 55-watt headlight keep the look subtle and clean, while its forward controls give you the comfort needed for long hauls. Its new, sealed, maintenance-free, 12 volt, 19 amp-hour, 270cca battery ensures that the ride, be it long or short, will crank out all the hassle-free juice you need.

2000 FLSTS HERITAGE SPRINGER

Modeled after the 1948 Panhead, the Heritage Springer's front end offers an exposed spring compression, full floating fender and classic '40s-style horn. Its tooled leather dash, crossover pipes with dual-fishtail exhaust, fringed saddlebags, tombstone taillight, and matching 16-inch Dunlop Touring Elite II whitewalls look beyond classic. The custom seat, full-length operator footboards, full-coverage floating front fender, and chrome passing lamps add even more style to the mix. Single-piston front and four-piston rear caliper brakes ensure a safe and comfortable stopping range.

2000 FLSTC HERITAGE SOFTAIL CLASSIC

If you want the comfort of a Softail with the classic look of a 1930s hardtail, then look no further. In addition to a detachable windshield, the FLSTC includes as standard a fat front fork, classic studded leather saddlebags, a chrome-studded seat, full-length operator footboards, large chrome headlight with twin passing lamps, a 5-gallon fat bob fuel tank and staggered dual fishtail mufflers. The custom solo saddle seat is equipped with a removable passenger seat as well. With 12 color combinations to choose from, including six two-tone options, the palette dressing possibilities are just an added bonus.

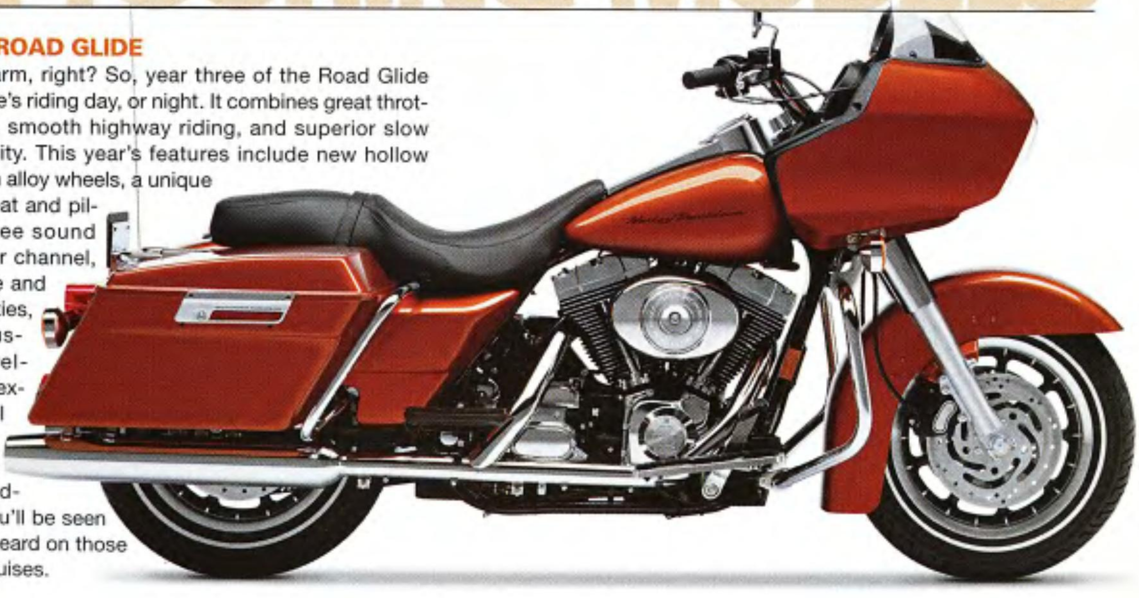
2000 FLSTF FAT BOY

At 650 pounds, there's nothing skinny about this riding machine. When witnessing the fat hydra glide FL-style forks, chrome and black motor treatment, newly designed shotgun exhaust, full-sized footboards and wide, FL-style handlebars, one phrase comes to mind: move over. The front and rear cast disc wheels retain the defining Fat Boy look as well. The paneled solo seat has a removable passenger seat for extra packing needs. A 7-inch chrome Quartz halogen headlamp, newly designed rear fender, and hand-laced leather tank panel round out the classic Fat Boy accents and then some. This is pure 100-percent Harley-Davidson, no question.

THE TOURING MODELS

2000 FLTR/FLTRI ROAD GLIDE

Three time's the charm, right? So, year three of the Road Glide ought to make anyone's riding day, or night. It combines great throttle roll-on response, smooth highway riding, and superior slow speed maneuverability. This year's features include new hollow spoke cast-aluminum alloy wheels, a unique "H-D"- embossed seat and pillion, a distortion-free sound system (40 watts per channel, with AM/FM cassette and CB upgrade capabilities, an air-adjustable suspension, and barrel-style locks. Another exceptional option: fuel injection or carburetor fuel feed. Two Quartz halogen headlamps ensure that you'll be seen long before you are heard on those extended highway cruises.

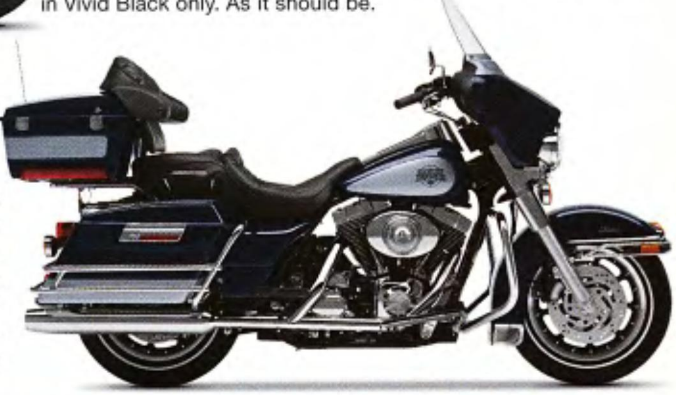


2000 FLHT ELECTRA GLIDE STANDARD

This entry-level touring model has an isolation-mounted Twin Cam 88 engine sitting in a frame with air-adjustable suspension that serves as the perfect introduction to long-haul sojourns. The FLHT includes a redesigned seat for improved long-distance comfort, full-length footboards, a fork-mounted fairing with glovebox, and a new electronic speedometer. The fiberglass saddlebags have hinged lids and chrome slant latches, giving you plenty of waterproof packing room. The nine-hollow spoke, cast aluminum alloy wheels are also available in laced wheel options. A fork-mounted "Bat Wing" fairing and clear Lexan windshield will let you travel many a comfortable mile on a classic available in Vivid Black only. As it should be.

2000 FLHTC/FLHTCI ELECTRA GLIDE CLASSIC

The Electra Glide Classic's King Tour Pak, fuel injection or carburetor fuel feed Twin Cam 88 engine option, passenger backrest with wrap-around arm rests, and air-adjustable rear shocks only begin to tell the comfort cruising story. Instruments include electronic speedo and tach, volt meter, clock, oil pressure gauge, and ambient air temperature gauge. Its 40-watt-per-channel AM/FM sound system, newly designed extended duration, wide pillow-style seat, height-adjustable operator, and passenger footboards just add to the amenities. Available in seven color schemes, the Electra Glide Classic is the perfect starting point for two people wanting to pass many a mile under their nine-hollow spoke, cast aluminum alloy wheels.



2000 FLHTCUI ULTRA CLASSIC ELECTRA GLIDE

Sporting all the features of the Electra Glide Classic, the FLHTCUI goes a few steps further with rear speakers, separate passenger controls, digital clock, music search and scan capability on the 40-watt per channel AM/FM cassette system, dual antenna and CB with CB intercom headset. A voice-activated intercom lets passenger and operator communicate throughout the miles. The electronic cruise control allows relaxation while traversing the open-ended horizon, a journey made less wind-beaten with the inclusion of removable fairing lowers. The air-adjustable Hydra Glide style front end makes any ride even that more enjoyable. Available in seven color options, with stylish black and chrome engine trim standard.

2000 FLHR/FLHRI ROAD KING

The Road King is a touring bike that features the classic look of a boulevard cruiser. Where it goes from there is up to your customizing inspiration. Slightly narrower "Buffalo Bars" provide improved ergonomics, with an electric speedo mounted into a diecast chrome dash. The massive chrome headlight and nacelle accent the Road King's traditional styling, complimented by a Lexan Quick-Detachable windshield, removable pillion seat, rear bumper and custom solo saddle seat. Air-adjustable front and rear shocks also come standard with the Road King, as do the fiberglass saddlebags with hinged lids and chrome slant latches.

2000 FLHRCI ROAD KING CLASSIC

The Road King Classic sports laced wheels, fat, white-wall, 16-inch Dunlop Touring Elite II tires, gorgeous leather saddlebags, and slightly narrower "Buffalo Bars" for improved handling. Air adjustable shocks come standard, front and rear, as do the chrome dual, slant-cut mufflers (U.S only). The fuel-injected, chrome and black H-D Twin Cam 88 engine rests between a set of reliable highway crash bars, in a frame that includes height-adjustable operator and passenger footboards. Capable of carrying a whopping 1,259 pounds, your traveling load is virtually unlimited. The one-piece seat accommodates rider and passenger, with an optional slot available for a driver backrest. Roger Miller, this one's for you.

—Captain Trash

Retail prices not available at press time. Special thanks to Steve Piehl, Paul James, Gene Thomason and Gene Thomason Jr. for making test rides possible.

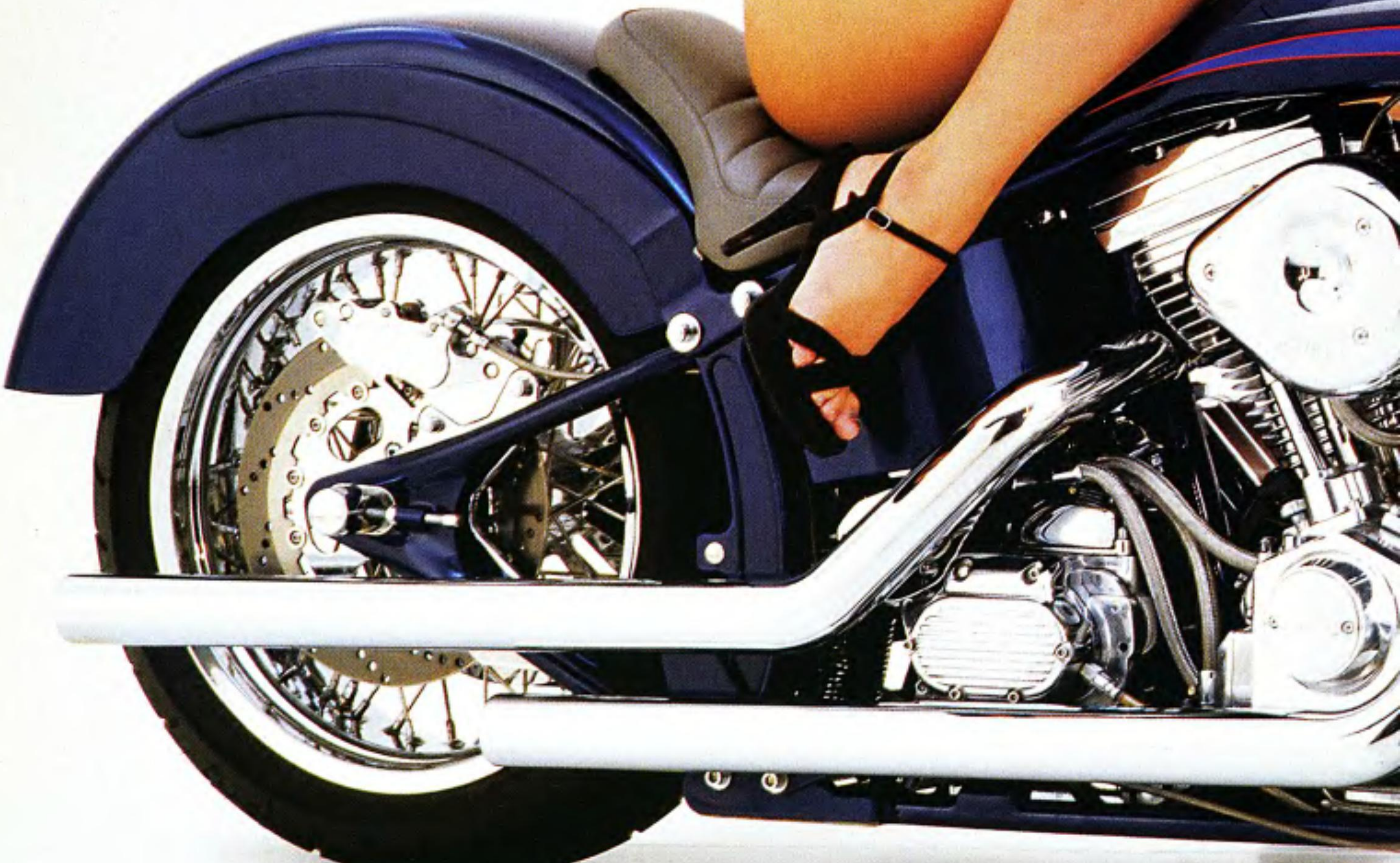
This bike feature has a good "behind-the-scenes" story. Easyriders was to create a subscription TV commercial and needed a bike and a girl for the background. It was to be a sneak peek at the shooting of the *Easyriders* November cover. Everything was set. The video equipment, Raiko Hartman's studio, and cover girl lovely Jenna Lyte (she's less filling). We just needed a bike to complete the picture. But the bike we were originally going to use turned out to be a no-go, less than a day before the shoot.

Luckily, there's a first-class bike shop, Canyon Cycles, right next door to our corporate offices in Agoura Hills, California. More than a dozen drop-dead gorgeous customs can be found on their showroom floor. A casual stroll across the street and we were in business. With the help of shop owner Rob Menga we procured this bad-ass bike.

This solid, everyday ride was built for Rick Shuster by Tom Vasilaros and the gang at Performance Specialties, who have gained a reputation in Southern California for designing kick-ass custom motorcycles. Their motto is "quality without compromise," and Rick's scoot is a prime example of the shop's excellent attention to every detail. This shop believes in old-style craftsmanship, building each bike with the precision of a Swiss watch.

Rick's Special Construction Softail added just the right touch of class when presented with the diminutive Ms. Jenna. As my daddy used to say, "She ain't big as nothin', better fatten her up." As you read this, the TV spot is already on the air around the country, so look for Rick's ride with Jenna showing off her stuff. Naturally, we want to give thanks to Canyon Cycle. See, I knew we'd work a Thanksgiving motif into this story without smearing cranberry sauce on Jenna's white meat morsels.

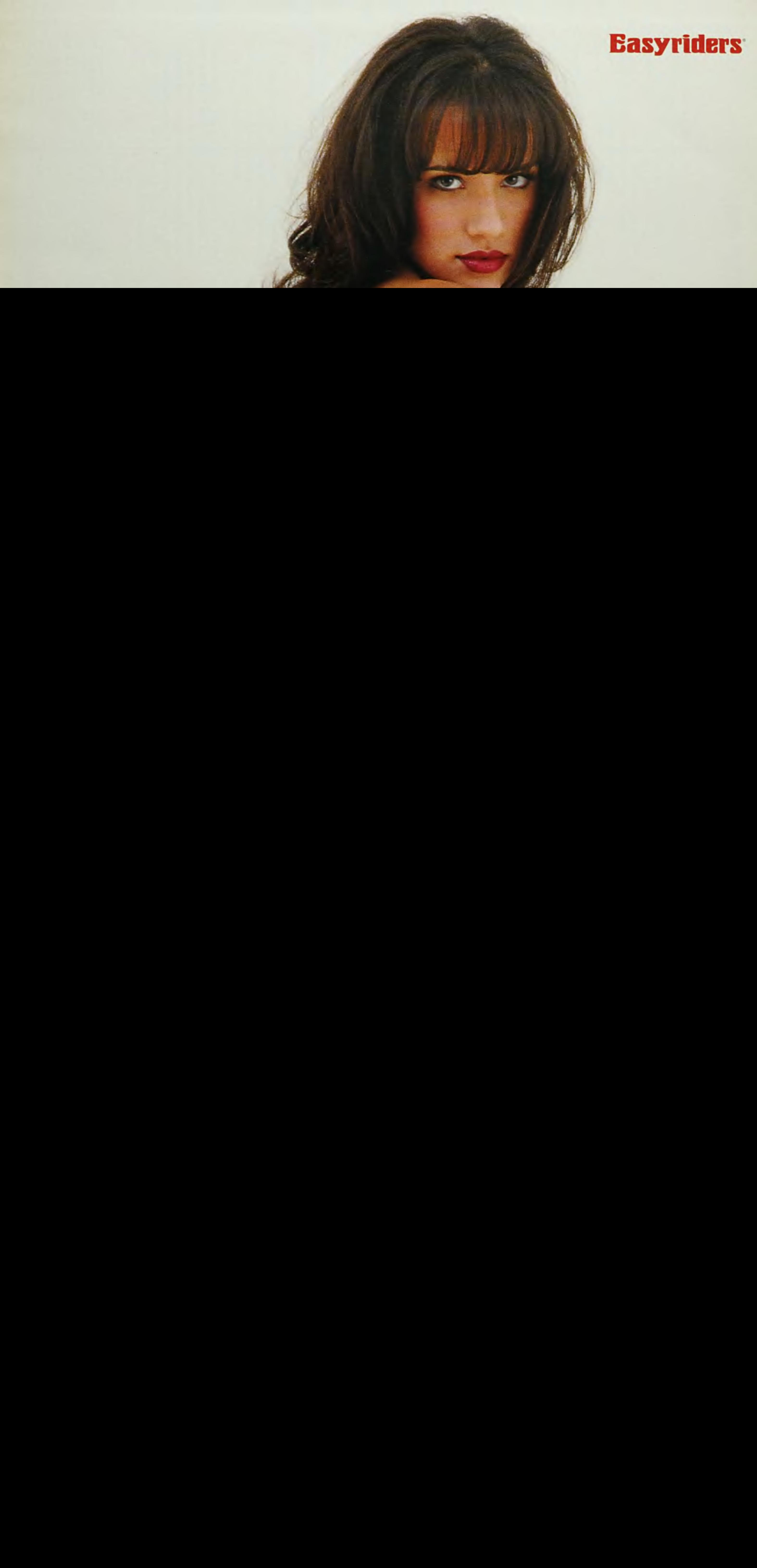
—Dave Nichols



SWITCHEROO

RICK SHUSTER'S SURPRISE SOFTY

Easyriders


Easyriders

passin' gas

Suppose you came across President Clinton drowning in a raging river and you had a choice between rescuing him or getting a Pulitzer Prize-winning photograph.

What shutter speed would you use?

Fat Boy
The Rockies

On the first day of third grade, Miss Nilsen took roll call. "My name is Johnny Fuckhauer," answered one curtain-climber.

"I won't tolerate such language in my class," Miss Nilsen fumed. "Tell me your real name."

"That *is* my real name," Johnny insisted. "You can go ask my brother over in the fourth grade."

Not about to be chumped out, the determined teacher marched across the hall. "Do you have a Fuckhauer in here?" Miss Nilsen asked the fourth-grade class.

"Hell, no, lady," piped up a biker's rugrat sitting in the back row. "We don't even get a cookie break!"

Hotshot
Lafayette, Ind.

A truck driver hauling a trailerload of computers pulls over for a beer, and as he approaches the bar, he notices a big sign on the counter that says: "NERDS NOT ALLOWED—ENTER AT YOUR OWN RISK!" He grabs a stool.

The bartender leans across, sniffs him over, and, saying he smells kind of nerdy, asks the dude what he does for a living. The trucker tells him he drives a rig and that the smell is just from the computers he's been hauling. Satisfied, the bartender serves him a beer.

As the trucker's sipping his brew, a skinny guy walks in with tape around his glasses, a shirtpocket protector with 12 kinds of pens and pencils in it, and a narrow belt at least a foot too long. The bartender, not saying a word, immediately whips out a shotgun and blows the geek away.

Seeing the shocked expression on the trucker's face, the barkeep explains, "Don't worry—them nerds have been overpopulating Silicon Valley, and they're in season now. Shit, you don't even need a license."

Heading back to the freeway after his beer, the truck driver suddenly hits the mother of all potholes. The semi's load shifts, the back door breaks open, and hundreds of computers spill out all over the road. Jumping out, he sees a crowd already forming, grabbing up the computers—and the looters are all engineers, accountants, and programmers, wearing the nerdiest clothes he's ever seen.

Remembering what happened back at the bar, the trucker grabs his gun and starts blasting away, wasting several of the doofuses instantly. But then a highway patrol officer comes zooming up, jumps out of the car and starts screaming at him to stop.

The truck driver says, "What's wrong? I thought nerds were in season!"

"Well, sure," said the cop. "But you can't *bait* 'em."

Tangerine Maelene
Peelin' Her Rind

Mad Mike picks up a young hardbelly at the local nightclub, and she soon invites him back to her place for the night. He packs her over to her house, and when Mad Mike steps into her bedroom, he notices it's crammed wall-to-wall with stuffed animals and fluffy toys. There's hundreds of them—stuffed bears and giraffes on top of the wardrobe, stuffed pandas on the bookshelves and windowsills, stuffed rabbits scattered everywhere around the floor, and, of course, little stuffed teddy bears.

They clear all the clutter off the bed and go at it hard and heavy. Later, Mad Mike fires up a cigarette, turns to her, and asks, "Well, babe, how was I?"

She says, "Well, you can take anything from the bottom shelf."

Twix Bar Terry
The Internet

Loose Lucy walks into the dentist's office, strips off her panties, sits down in the chair, and spreads her legs wide open.

"Excuse me, miss, but you must've made a mistake," says the shocked dentist. "The gynecologist's office is on the next floor up."

"No mistake," says Loose Lucy. "Last week you installed my ol' man's new dentures, and now you'll be the one getting them out."

Meyers
Webbed

The 57-year-old bro took his ol' lady to a fancy restaurant on her 50th birthday. To cap off their romantic dinner, he gazed at her seductively over their wine glasses and whispered, "Y'know, sweetheart, I've never made love to anyone 50 years old before."

"Well, I have," deadpanned his ol' lady, "and frankly, it's not all that great."

Dac
California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Rick Shuster
City: Thousand Oaks, California

General

Fabrication: Performance Specialties
Year/make: 1998 Special Construction
Model: Softail
Assembly: Performance Specialties
Chroming: South Bay Chrome

Engine

Year: 1998
Model: S&S
Rebuilder: Performance Specialties
Ignition: Compu-Fire
Displacement: 96 cubic inches.
Lower end: S&S
Pistons: S&S
Cases: STD
Heads: STD
Cam: S&S 562
Carb: S&S
Pipes: Vance & Hines
Modifications: S&S balancing, air cleaner; JIMS lifters

Transmission

Year: 1998
Modifications: JIMS 5-speed/ Delkron cases

Paint

Molding: Doug' Custom
Painter: Doug's Custom
Color/type: blue/House of Kolor
Special paint: graphics by Doug's

Frame

Year: 1998
Type: Softail-style
Builder: Chopper Guys
Shocks: White Bros.
Modifications: 38-degree rake, 2-inch stretch

Accessories

Bars: Chubby's
Handlebar controls: Ness

Fenders: Jesse James
Headlight: 7-inch, Headwinds
Taillight: Custom Chrome
Speedo: Custom Chrome
Dash: Custom Chrome
Pegs: Ness
Foot controls: Ness
Electrics: Performance Specialties

Gas tank: CCI, stretched
Oil tank: Chopper Guys
Oil system: Performance Specialties
Primary cover: S&S
Seat: Hi End Seats
Mirrors: Ness
Grips: Ness

Forks

Type: wide glide
Builder: Performance Specialties

Wheels

Front

Type: billet
Size: 19-inch
Tire: Avon
Brake: Jay Brake

Rear

Type: billet
Size: 19-inch
Tire: Avon
Brake: JayBrake

Photos: Raiko Hartman/ Gilbert Luna Jr.

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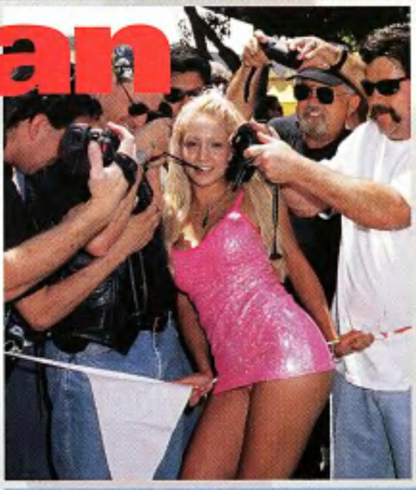
THE All-American MOTORCYCLE SHOW



What? You didn't make it to this kick-ass event? Well what the hell's wrong with ya? I'm gonna have to smack your momma and kick you down a flight of stairs backward if you miss the next one o' these killer diller whoo-has. But don't worry none, Al Martinez Paint and Body of Orange, California, puts on a grand slam event every six months or so. Al's known for creatin' wild custom paint for bikes, cars, and trucks, and there's nothin' he likes more than lookin' at pretty hooters, pooters, and scooters. OK, I don't know that for sure but it's a nice assumption, ain't it?

I mean, face it, what other company puts out awesome paint jobs, cool graphic airbrushing designs, and up to 10 very well-attended events (four of them swap meets and two All American Motorcycle

Shows) throughout the year? Yep, Al's event company, Intershows Motorsport Promotions, Inc., sure makes a biker's dream for a Southern California summer event come true. "I wanted to promote the painting business by having fun at it and not directly spending money on advertising for the company," says Big Al. So instead of just attending everyone else's events, he created his own with the partnership of Harry Oxley (the first officially acclaimed original Speedway Racing Promoter in the United States) and the services of show announcer Larry "Supermouth" Huffman. These riding partners from the early years formed the team at Intershows, which evolved into a motosport powerforce.

This 5th Annual Spring All-American Motorcycle Show was held at Hidden Valley Park in Irvine, California. The wing-ding was hosted by Orange H-D and yer pals at Easyriders, Inc. "I wanted an open, circus-like atmosphere, where there was always something to see and do and not enough time to see and do it all," says Al. He's not just whistlin' Dixie neither. The cirque de ass-kickin show featured three bands in two locations, including Chris Hiatts performing a tribute to Stevie Ray Vaughan. A dyno shootout and tech seminar was put on by White Bros., which kept the competition revving in four classes. A tantalizin' tattoo contest for the best skin art was held, as well as a wild helmet contest. The massive bike show stretched from one end of the large park (formerly Lion County Safari) to the other. A total of 78 killer custom motorcycles competed in a myriad of classes.

Doug "The Wheelie King" Domokos

Photos: Pete Alva

provided ground and highwire stunt entertainment in the mini amphitheater pit in front of the main stage. Easyriders hosted the Roadware Fashion Show, where long-legged lovelies did their best to heat up the already crazed crowd. Even Big Al came up on stage to get a load of the jigglin' eye candy. And what would a great bike show be without the incredible Biker Babe Bikini Contest? This curvaceous competition was hosted by Master of Ceremonies Larry Huffman with special guest Uncle Joe Benson from ARROW 93.1 FM.

There was a Biker Babe photo shoot goin' on at the side of the stage (no film required) and the Bad Pig girls were in full oinkin' force, though our favorite bikerette was the lithe and lovely Alexis Luby who helped man the Easyriders booth along with Phantom and Oil Can. Winners of the contest were blonde bombshell Amber Goetz in first, the cuddly Khalana Nguyen in second, and the irrepressible Sky in third place.

Amber and Khalana were nice enough to stay and hand out the trophies for the best bikes. Todd Mattison won Best of Show and an Easyriders photo layout for his '99 Softail. Promoter's choice went to Rick Elliot for his bad-to-da-bone FXR, and Wood Cycle's Alan Glynn walked away with the *Easyriders* Editor's Choice Award for his '71 rigid. Alan had so many trophies he had to cart 'em off in a wheelbarrow.

Hats off to Intershows and Al Martinez Paint and Body for a killer event. Be sure to make it to the next one of these parties in the park on October 4 (check their Web site at www.intershows.com for details). Don't make me slap your momma.

—Pete Alva (with momma-slappin comments by Phantom)

Special "Best Of" Awards

Best of Show	Todd Mattison	Louisville, Colo.	1999 Softail
Promoter's Choice	Rick Elliott	Apple Valley, Calif.	1988 Harley-Davidson FXR
Editor's Choice	Wood Custom Cycles	Hollywood, Calif.	1971 Rigid
Best Paint	Todd Mattison	Louisville, Colo.	1999 Softail
Best Candy	Allison Mah	Los Angeles, Calif.	1977 Harley-Davidson FLH
Best Mural	Robert Easton	San Clemente, Calif.	1995 Fat Boy
Best Use of Color	Frank Zavala	Los Angeles, Calif.	1998 Harley-Davidson
Best Engine	Bob Bigart	Highland, Calif.	1999 Harley-Davidson
Best Graphics	Joe Ragusa	Brea, Calif.	1998 Special Construction
Best Engineered	Chica Custom Cycles	Huntington Bch., Calif.	Special Const. Chopper

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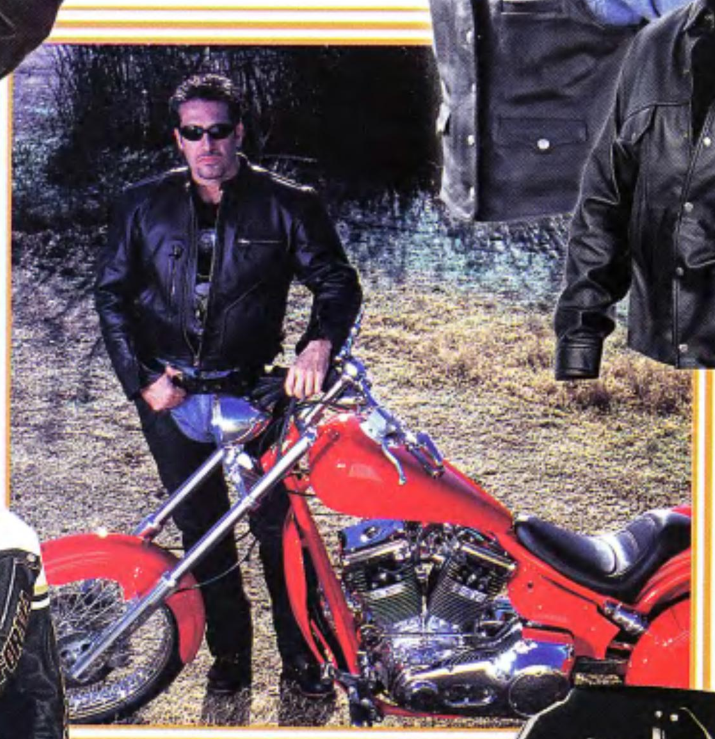

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Grandma Betty Maniscalco is ready to ride.

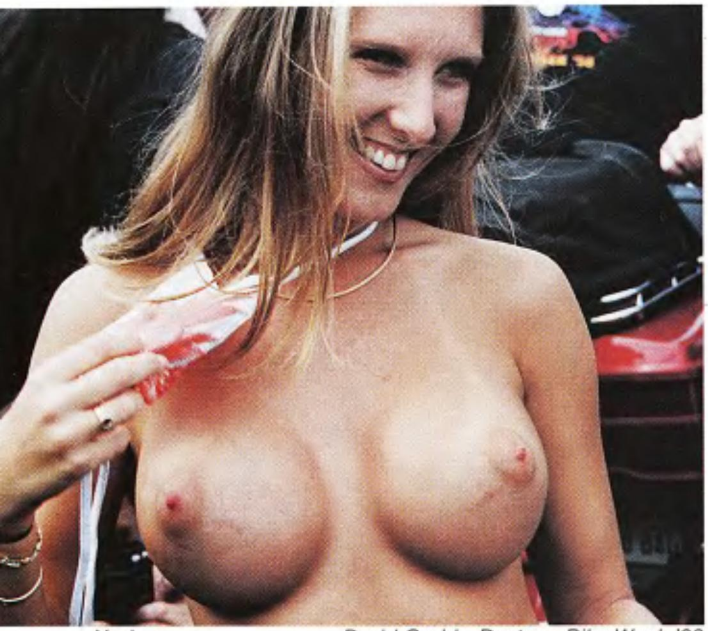
—*Roz Biscottini, Washingtonville, N.Y.*

Sturgis Black Hills Rally '98.

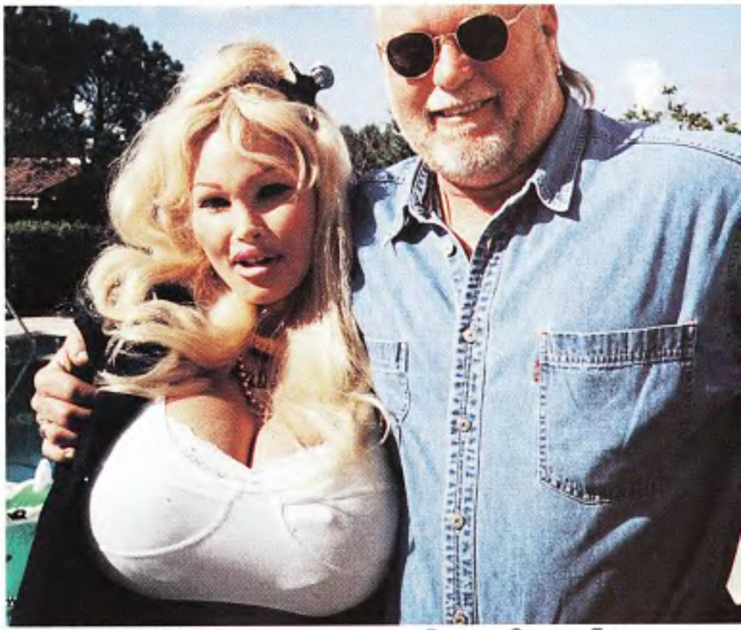
—*Nate Ullrich, Clinton, Iowa*

—*Alan Abbett, Stonington, Conn.*

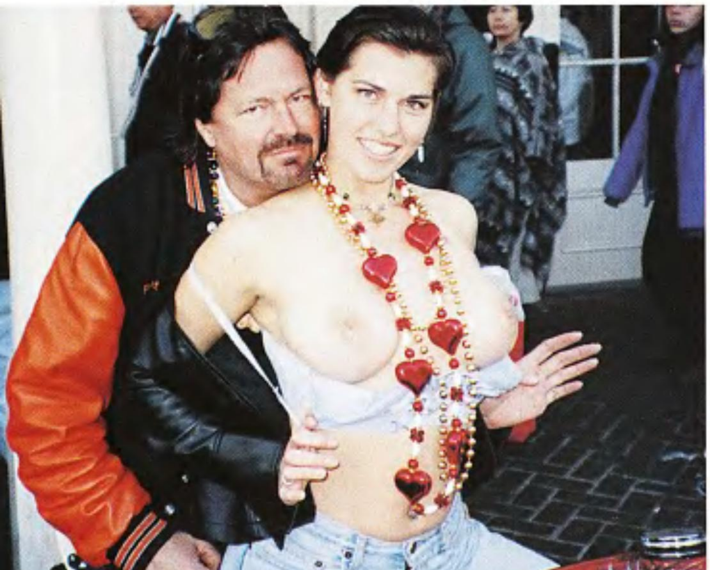
Cindy with Robert Nall's '91 96-incher. —*Greg Yager, Morganfield, Ky.*



Yes! —*David Grubb, Daytona Bike Week '99*

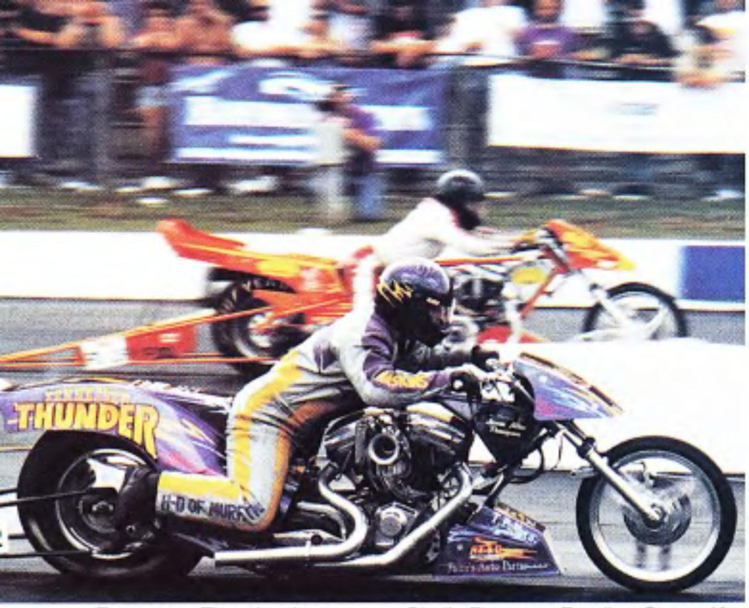


Lola with the Italian alps. —*Bopper, Grosse, France*



Mardi Gras mania for J.W. —*Wezzl Wayne, New Orleans, La.*

Airin' 'em out. —*Dan Bonsteel, Woodbury, Minn.*

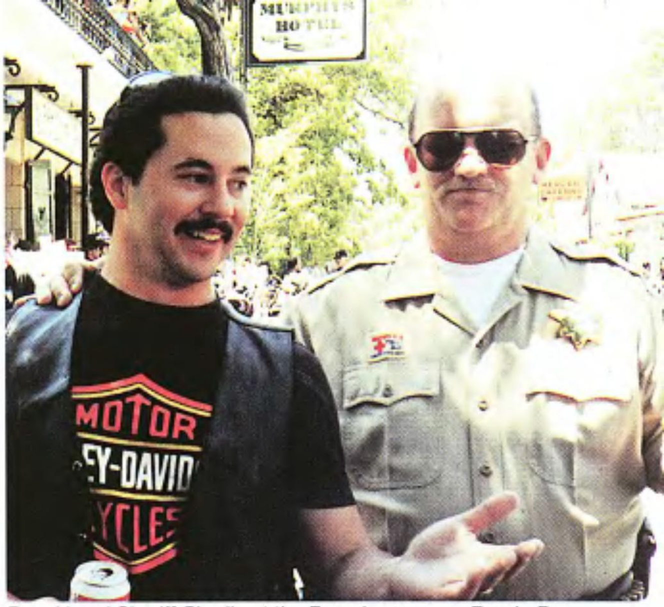


Tennessee Thunder drags. *—Shelia Brannon, Bowling Green, Ky.*

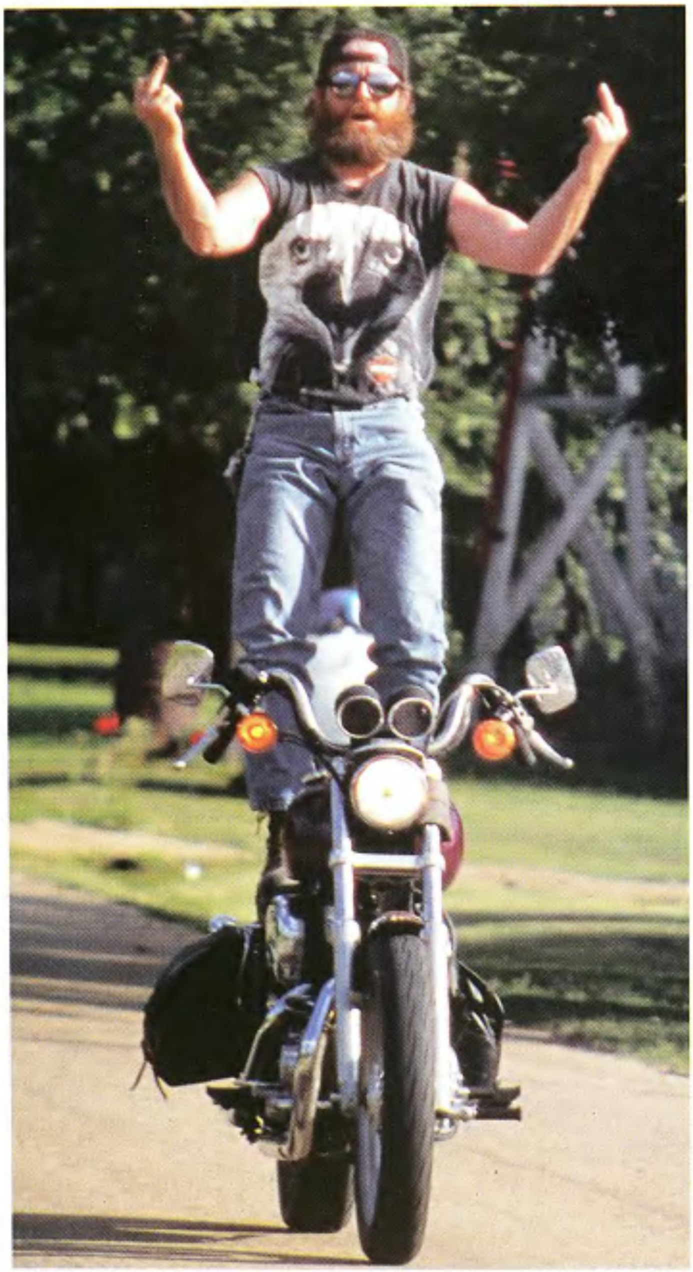
Peak of summer, 30 degrees below. *—R.C. Caveness, South Pole*

Radioactive rodeo action? *—Kathleen Freeman, Port Crane, N.Y.*

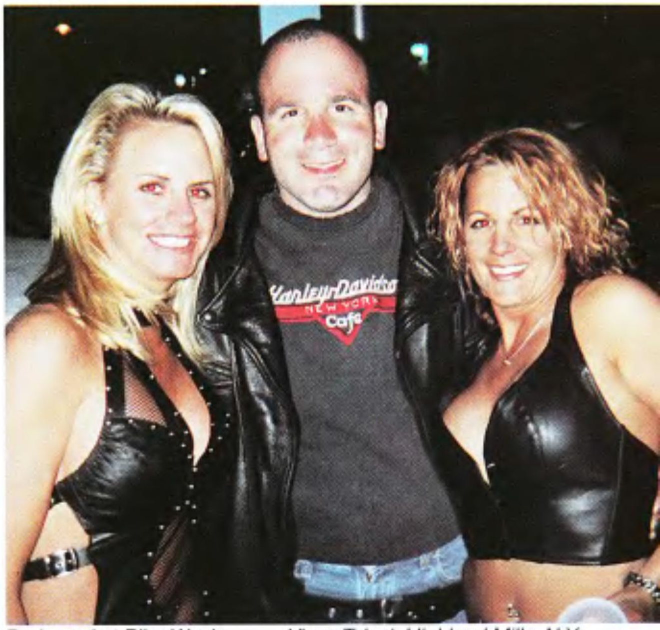
—*Judy Brown, Biketoberfest '98, Daytona Beach, Fla.*



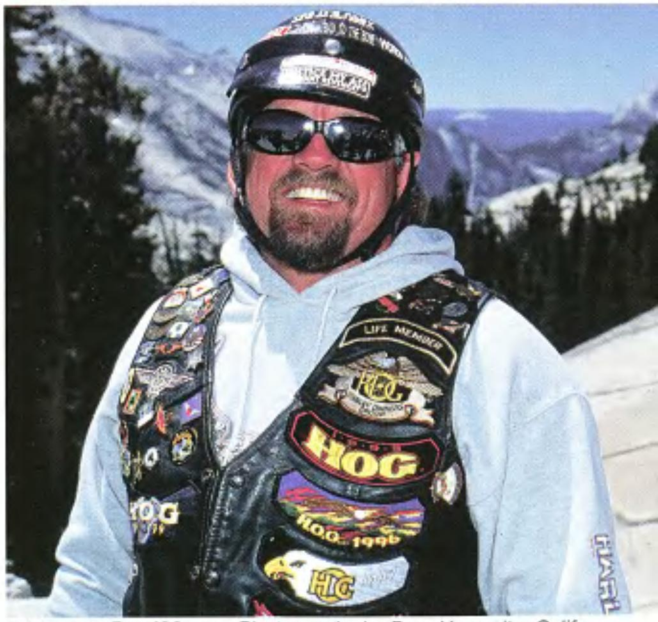
Ronski and Sheriff Charlie at the Frog Jumps. —*Ron LeBrun.*



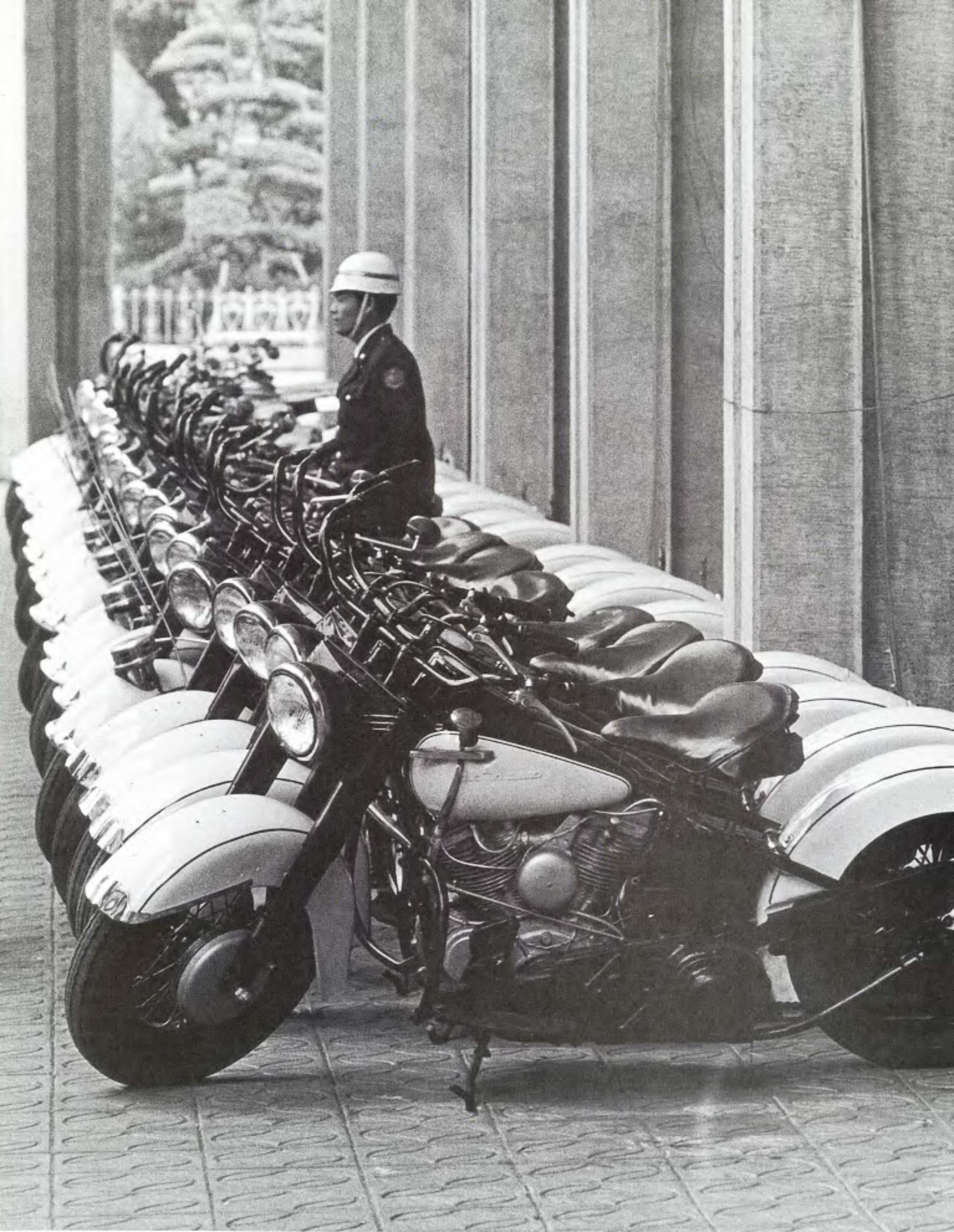
Trained professional? —*Dirty Ernie, Neb.*



Red-eyed at Bike Week. —*Vinny Taiani, Highland Mills, N.Y.*



Bridgeport Run '99. —*Photography by Don, Yosemite, Calif.*

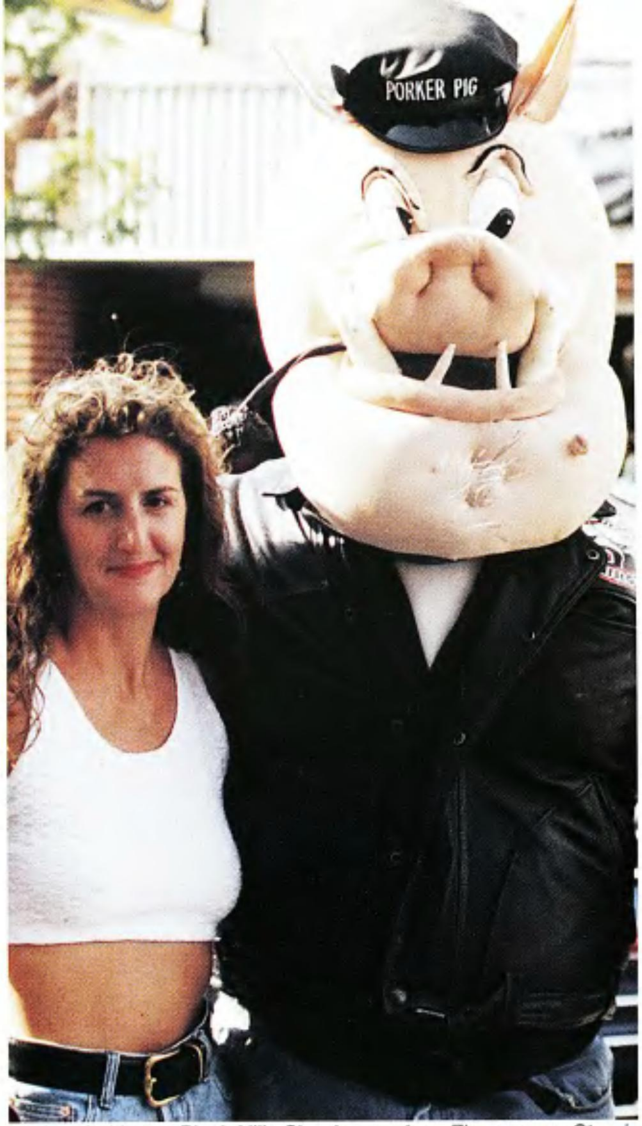


Rigid-framed police bikes in 1976.

—*Mark Sherman, Taipei, Taiwan*

—Radz, Fayetteville, N.C.

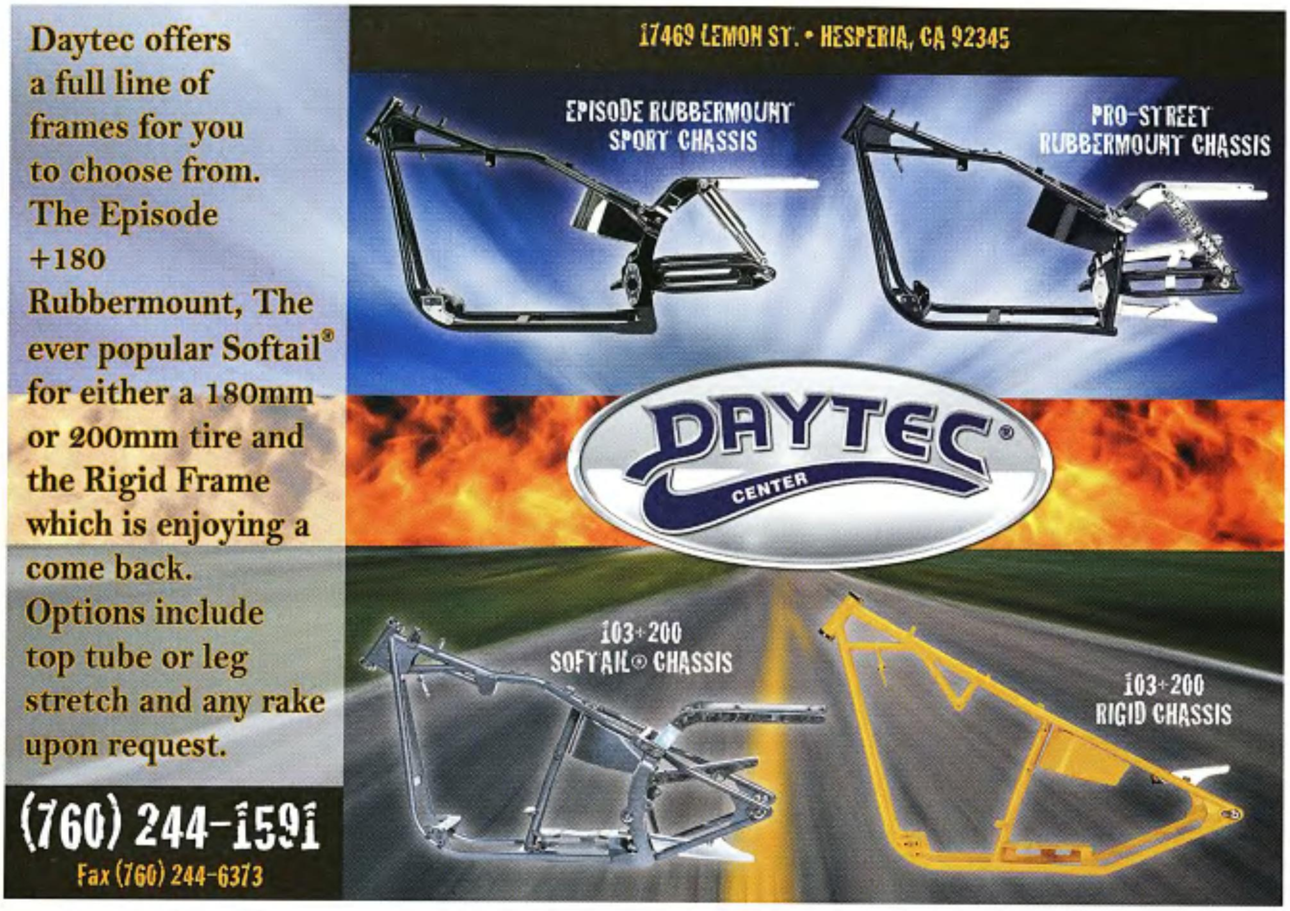
—Rigger, Lynchburg, Va.



Big headed bro at Black Hills Classic. —Jerry Zimmerman, Sturgis

On the road to Sturgis. —Annie, Iowa

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.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Carolina Cool

SEE WHAT HAPPENS WHEN THE SHINE RUBS OFF OF STOCK

We can blame this one on the bike show.
Until that one fateful evening ...

Gene Hayes was having a wonderful time with his factory-stock Fat Boy—right up until the moment he bought his ticket and walked through the doors into an Easyriders extravaganza. All of a sudden, now up close and personal with a hall full of sparkling and shining hardware on display, Gene's life, as he knew it, changed forever. Once he'd seen for himself what can be done with a motorcycle, it was impossible to stay excited about a stock Harley. Luckily for Gene, he didn't have to.

As this story and this bike unfolds, Gene's longtime buddy, Richard Lee, a professional race engine builder and all around extraordinary fabricator, had just begun a side project to keep himself busy after hours. His post-5 p.m. workout centered around this smooth and very slick silver bullet of a custom Softail, only it didn't look like it does here. Richard had just started on the bike, and in fact he was still ordering some parts and designing others. What he already had, however, was enough to convince Gene that what he really needed to do was get off his stocker and get himself onto a custom—this one. A deal was struck: Richard would continue on and finish what he started, only now the bike was Gene's. Everything—seat, bars, controls—was resized and repositioned to fit the new owner and his newly acquired tastes.

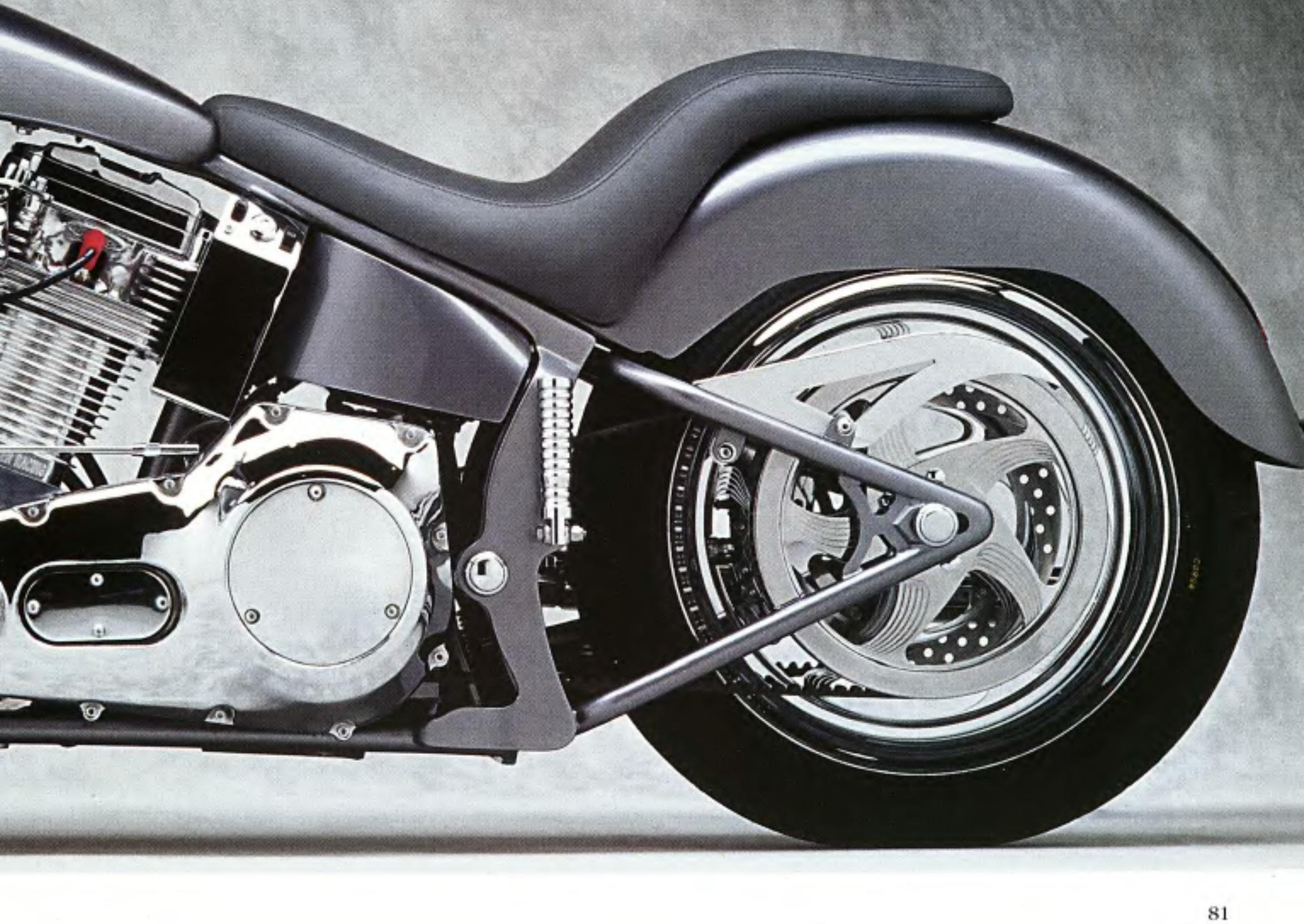
Building around a Ness Softail-style frame, Richard had a crisp and fresh beginning. A worked-over, 97-inch motor filled the mounts, spec'd and assembled by Richard, the engine builder (naturally), and backed up by an equally modified 5-speed and a Brute III belt drive.

Mechanically fine, the bike was every bit to the liking of Gene who, as a big-rig and auto mechanic, knows which end of a wrench to pick up and how to turn it. His first departure from what was planned, though, centered on the fenders and the overall sheet metal look.

Where Richard had envisioned a more full-bodied and full-fendered tin bender's *tour de force*, Gene's eye went more toward the slimmed and stripped simple side of things. So Richard redid his work a little, starting from scratch, where he had to, and modifying and remounting some of the bits he'd already built and fit—like the front fender. That neatly trimmed and tucked-in wheel cover is actually Richard's full-figured original, turned around front-to-back, narrowed, and considerably shortened. Richard pared down and cleaned off the rear fender as well, fabricating a strutless mounting system and carving in a neat license mount and taillight in the process. A perfectionist with an eye for detail, Richard also cleverly molded the frame around the oil tank. Another pal stepped in with the right handlebar to go on top of the slightly extended forks and reconfigured and chromed a one-off set of bars.

While an arena full of customs might have inspired it, Gene's ride, completed in a scant 90 days, is no trailer queen. It is not carefully shuttled, with white-gloved fingers, from show to show. This bike is ridden—a lot. It just so happens that it comes home with trophies more often than not, something a stocker could never do.

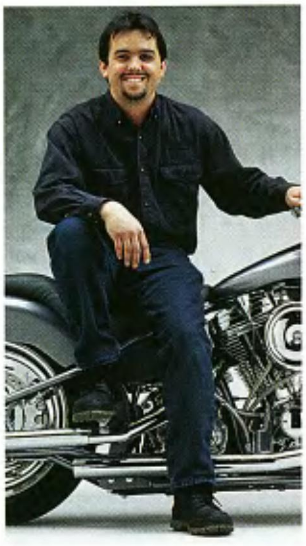
—Joe Kress



Owner: Gene Hayes
City: Lugoff, South Carolina

General
Fabrication: Richard Lee
Year/make: 1998 custom
Model: custom Softail
Assembly: Richard Lee
Chroming: Myers Fabrication

Engine
Year/model: 1998 Evo



Rebuilder: Richard Lee
Ignition: MSD
Displacement: 97 cubic inches
Lower end: Delkron
Pistons: Wiseco
Cases: Delkron
Heads: RevTech
Cam: Crane
Carb(s): Mikuni
Pipes: Vance & Hines
Modifications: balancing by Richard Lee, Crane lifters, K&N air cleaner

Transmission
Year: 1998 RevTech
Modifications: back-cut gears

Paint
Molding: Eddie Sox, plus inner fender struts
Painter: Eddie Sox
Color/type: PPG, '99 Chrysler dark silver metallic
Special paint: it's all special

Frame
Year/type: 1998 Ness Softail-style
Builder: Arlen Ness
Shocks: Progressive Suspension
Modifications: oil tank, frame molding, 38-degree rake, 2-inch stretch

Accessories
Bars: custom
Handlebar controls: Sox, Lee
Fender(s): Jesse James, modified
Headlight: Ness
Taillight: custom by Richard Lee
Dash: none
Pegs: Legends
Foot controls: Ness
Electrics: Pro-One, 12-volt
Gas tank: Fat Kat, 5-gallon
Oil tank: Daytec
Seat: Dentzville Upholstery, Columbia, S.C.
Grips: Legends

Forks
Type: wide glide
Builder: Perewitz
Modifications: chromed

Wheels

Front
Type: Performance Machine Rage
Size: 17-inch
Tire: Pirelli Dragon
Brake: Performance Machine

Rear
Type: Performance Machine Rage
Size: 17-inch
Tire: Pirelli Dragon 200
Brake: Performance Machine

Photos: Michael Lichter

FoxHunt

Meet June's Winner

Niagara Falls is world-renowned as the home for honeymoon breeders, folks going over the falls in all manner of vessels, from boats to barrels, and now our latest Fox Hunt winner. Shaylene works in the Service Department at Paradiso Custom Cycles in Niagara Falls and is a part-time "independent entertainer." (*Read:* dancer, or a peeler, as the Canadians say). Chances are our brothers from the Great White North have seen her in all her glory, gyrating on stages from Slack Alice's in Penticton, B.C, to The Cotton Club in Newfoundland. The 25-year-old has been doing it for four years. When Shaylene isn't rockin' to Techno music in her 36DD-27-36 birthday suit, she's riding horses and motorcycles. Her favorite ride is the Fat Boy that her man, Jason (also the owner of Paradiso), provides. They make Daytona Bike Week every year, as well as loads of local runs in and around the province of Ontario, like the Port Dover party. Shaylene says he likes to "keep the dice rolling." See her come up snake eyes with Wild Bill's rigid Evo on page 100.

—*Loudmouth*

Alexandria–Illinois

#1101

"It was like my first tattoo! I was really nervous, but it was a thrill that would last a lifetime."

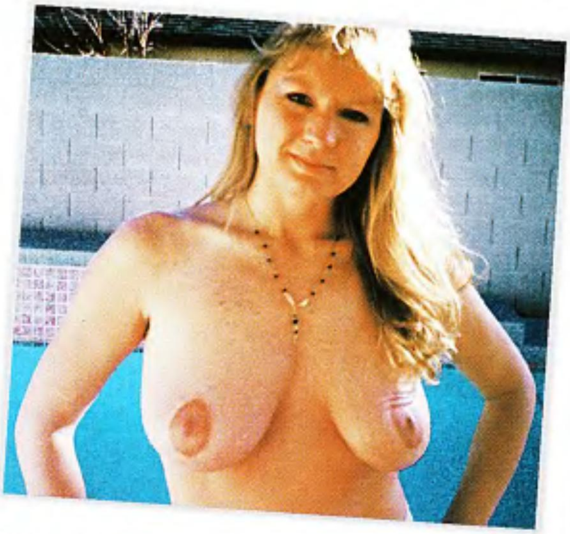
Cherie–California

#1102

"My first ride was fun, fast, and sexy. I'm ready to go on another one."

Christine–Wisconsin

#1103



Shelly–Arizona

#1104

"I was five, and it ended abruptly when my mom stormed out and snatched me off."

"There are no words to describe the feeling of that much power between your legs!"

Michelle–Canada

#1105

Eva Nicole–Georgia

#1106

"My father took me out on his bike. It was a freedom I can't compare to anything else. I didn't have a care in the world."

"I'll never forget it. I was 19 and living in Alaska. It was summer, late at night, the sun was shining, he was between my legs ..."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

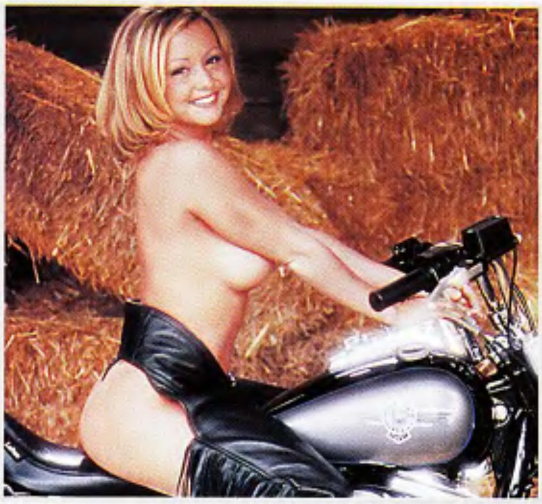
1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #317 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes October 1, 1999. The voting deadline for this month's crop of cuties is October 31, 1999. We'll print the winner in the March 2000 issue.



Here she is, bros, the July 1999 winner in our monthly Fox Hunt, Celenea, #702, from Portland, Oregon. See more of her next issue.

317

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ______________________
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I am _____ years of age, born ______________________
I will pose Fully Nude ______________
Model's Signature ______________________

Photographer's Name ______________________
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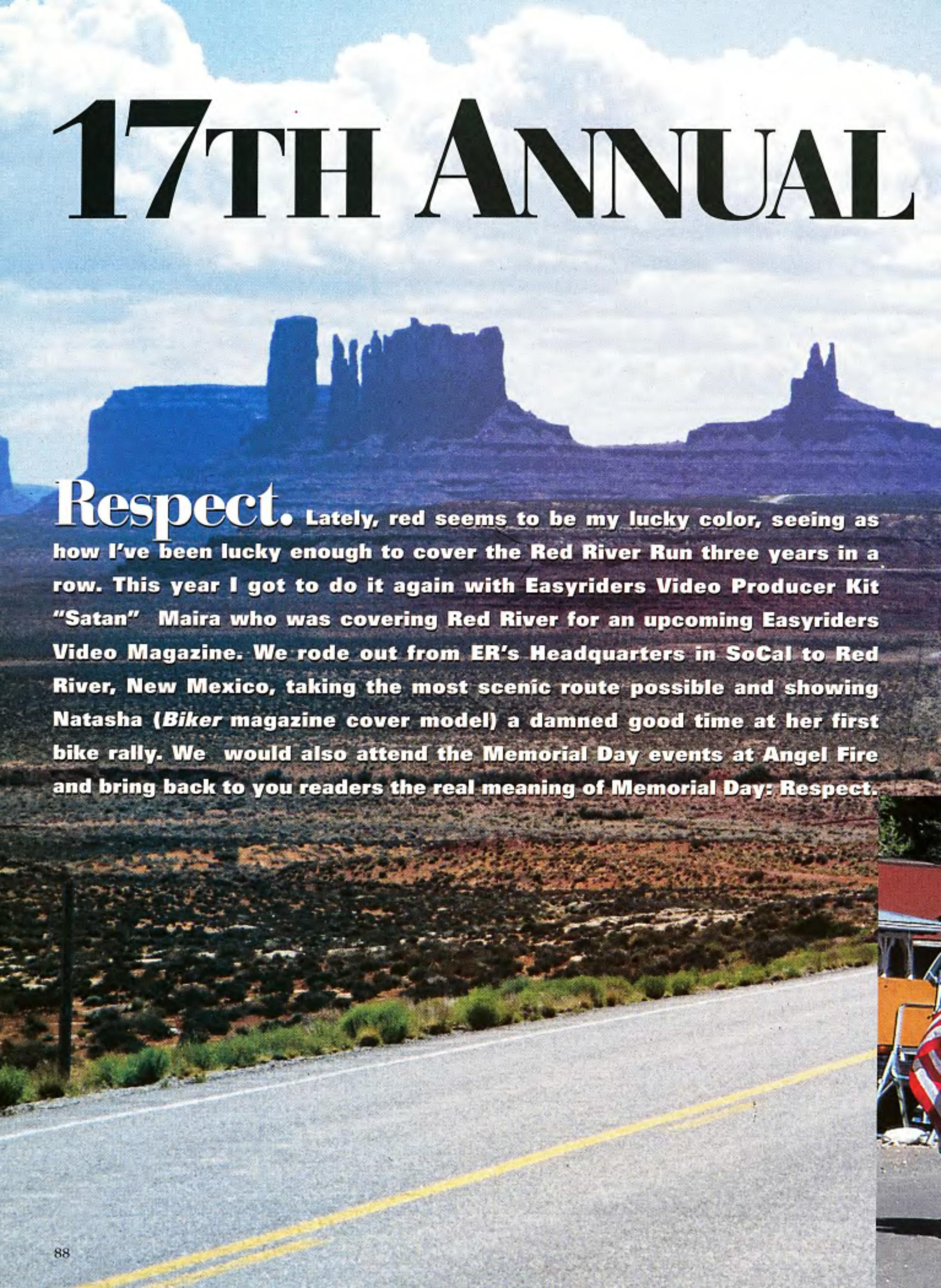
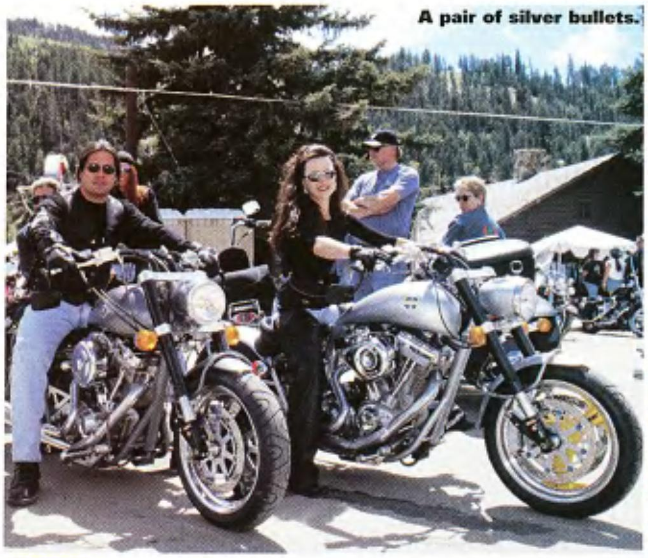
BA317

17TH ANNUAL



Respect. Lately, red seems to be my lucky color, seeing as how I've been lucky enough to cover the Red River Run three years in a row. This year I got to do it again with Easyriders Video Producer Kit "Satan" Maira who was covering Red River for an upcoming Easyriders Video Magazine. We rode out from ER's Headquarters in SoCal to Red River, New Mexico, taking the most scenic route possible and showing Natasha (*Biker* magazine cover model) a damned good time at her first bike rally. We would also attend the Memorial Day events at Angel Fire and bring back to you readers the real meaning of Memorial Day: Respect.

Red River Run



A pair of silver bullets.

Green chili burgers and rockin' tunes served at the Motherlode.

The unveiling of the new helicopter memorial.

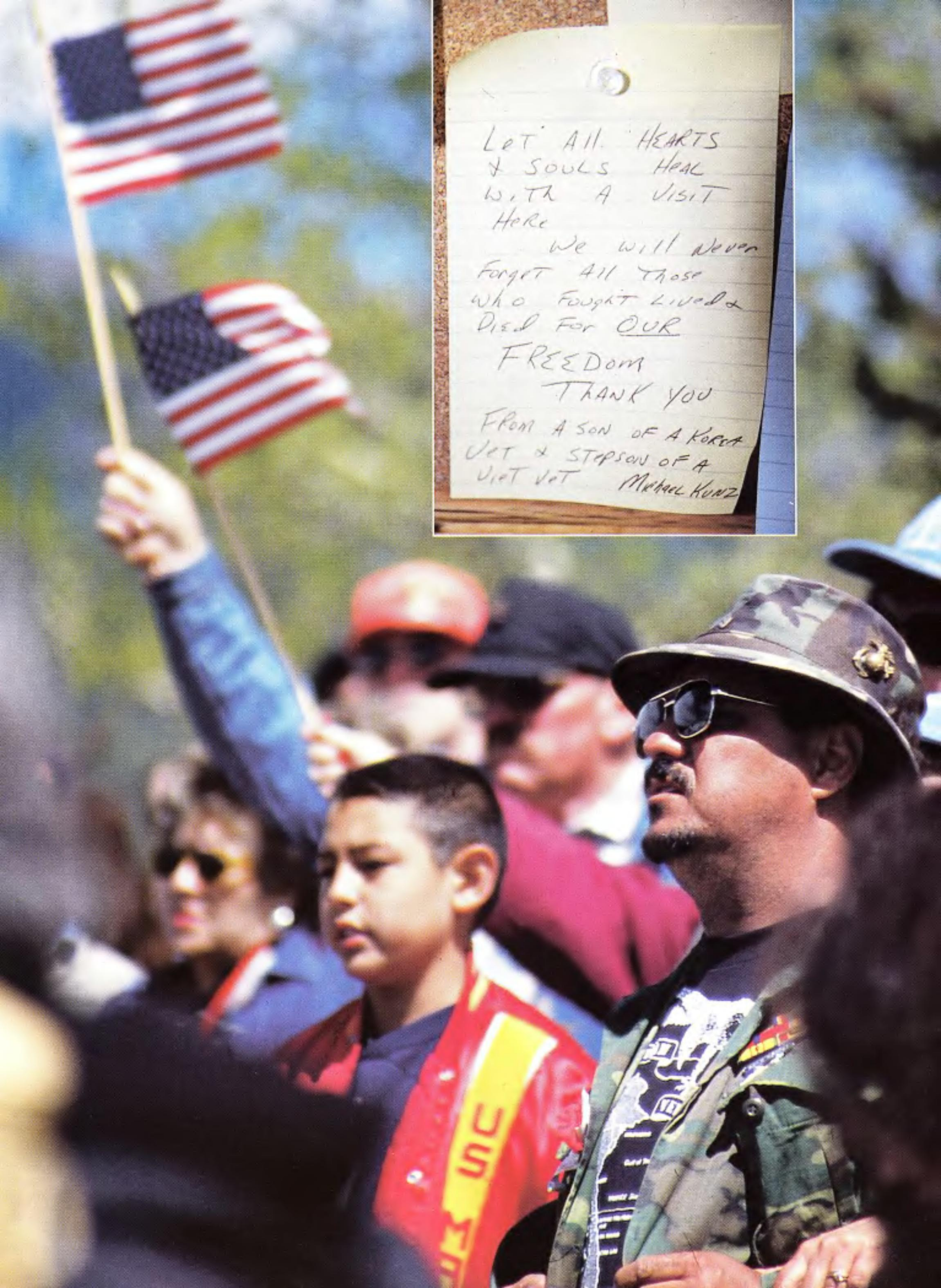
Paying respect.

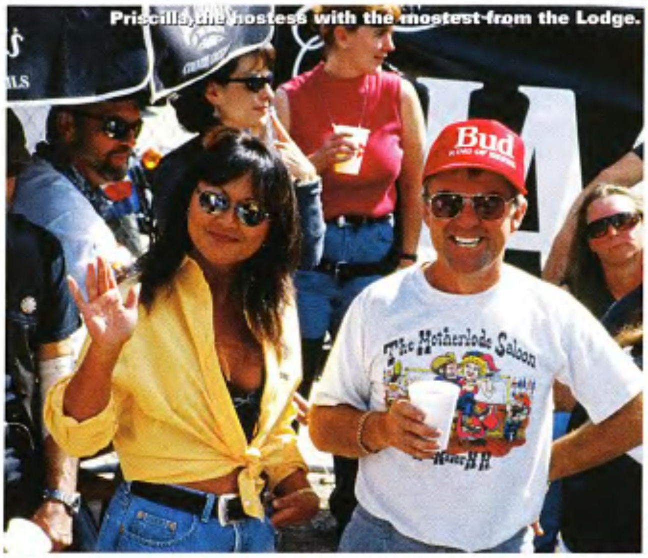
In the April 1998 issue (#298) we described the incredible scenery of New Mexico and the town of Red River, with its biker-friendly attitude, and the feeling of riding in the parade on Memorial Day to the Disabled American Veterans (DAV) War Memorial in Angel Fire. In the February 1999 issue (#308), we returned to explore the great riding around the enchanted circle that loops Wheeler Peak, New Mexico's highest mountain, with an elevation over 13,000 feet. We also introduced the great locals who helped host the run and spoke to a few regulars who come back every year to share with other veterans in the tears and healing that surround the Memorial.

This year's Red River Run was bigger and better then ever. It wasn't a band or an attraction that made it the best. It was the familiarity—the family. Knowing the townspeople is like discovering a treasure. It's not the T-shirts, music, bike shows, or parades that make a run; it's the people you meet that make the memories. It's people like Priscilla and Steve, owners of the Lodge at Red River, who always put up the Easyriders crew, and Charlie, owner of the Bull O' The Woods saloon, party central. I was hoping that "Wild Man" Tony would be celebrating his birthday again with Conrad, Denise, and Destiny, last year's run babe. I knew that Levi and his wife would be at Texas Red's Steakhouse, preparing a killer meal. Then there's The Jerky Guy, the fiddle player for the Oak Ridge Boys, Otis Watkins, and many others I met this year, plus the old friends.

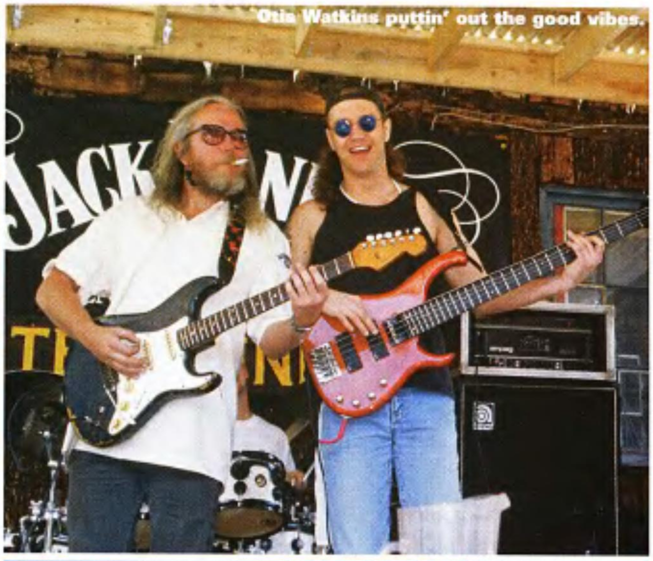
The Electric Cow Paddy Daddy's and Otis Watkins were jammin' at the Mother Lode this year and 12 Gauge played at the Bull O' The Woods. These two bars are the main party spots in Red River. Kit, Natasha, and I spent the weekend nights in these bars, stirring up trouble, taking photos, and shooting video of the lovely Natasha doing her duties as the run babe, passing out Easyriders goodies for all the bad biker boys and girls.

On Sunday we went out to the Vietnam Veterans Memorial for a special dedication. This year, a helicopter was permanently added to the Memorial. The helicopter is perched a few feet off the ground, just as it was in Vietnam when it took off loaded with the wounded. This chopper and its crew were responsible for 12 heroic missions in one day. They kept going back, under heavy fire, to bring their brothers out. (I was told the ship has over 160 bullet holes in it, but I didn't count.) The pilot, U.S. Army Chief Warrant Officer Larry McDonald, was on hand for the dedication on Sunday and for the Memorial Day events on Monday.


Let All Hearts
& Souls Heal
With A Visit
Here
We will Never
Forget All Those
who Fought Lived &
Died For OUR
FREEDOM
THANK YOU
From A Son of A Korea
Vet & Stepson of A
Viet Vet Michael Kunz

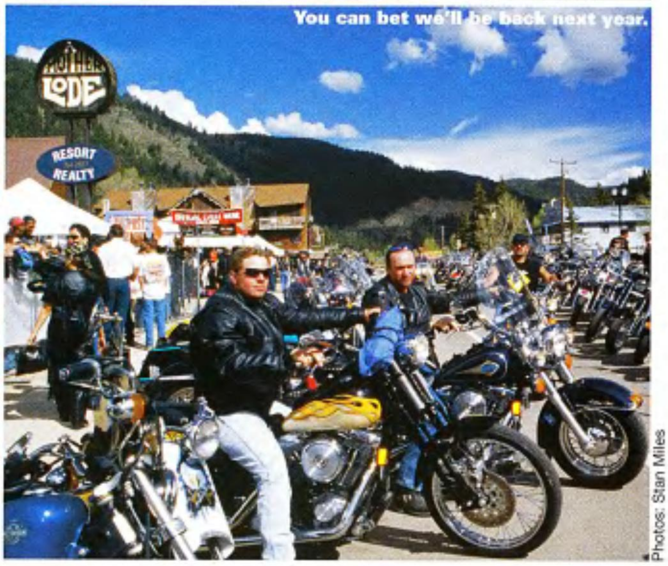


Priscilla, the hostess with the mostest from the Lodge.



Otis Watkins puttin' out the good vibes.

In memory of brothers lost.



You can bet we'll be back next year.

Photos: Stan Miles

Monday's weather was perfect for a parade: clear, cool, clean, morning mountain air. Red earth, white clouds, and blue sky made for a patriotic picture, and if that wasn't enough, an eagle graced us with a fly-over en route to the Memorial. Pilot Larry McDonald gave an amazing account of the day he and his crew risked life and limb to save others. Is it courageous actions in moments of hell like those of Chief Warrant Officer McDonald and his crew that create heroes? Or is it the moment we look inside ourselves, unsure if we would have done the same?

The eldest member of the Taos Pueblo, himself a World War I veteran, spoke in his native tongue while a young girl translated. He spoke of unity and described how common experiences unite people. He prayed and was given answers that there is no pain for those who have gone on, that only the living hold onto pain, and that it is our choice. We can let it go here and now or anywhere. He said it's important not to worry about those who have gone on ahead of us and to let go of the pain. It was a moving moment for all.

Much has happened at the Memorial since last year. Kit and I interviewed Dr. Westphall for the upcoming Easyriders Video. He spoke about the helicopter, its pilot, and its addition to the monument, and he also spoke about something new. The DAV is no longer going to be funding the Memorial. A board has been created with Dr. Wesphall and the Vietnam Veterans MC of New Mexico to care for the monument, its funding, and upkeep. This is the only National Vietnam Veteran Memorial west of the Mississippi, and all involved hope it receives the support and attention it deserves.

At first, one might think that the absence of DAV funding would be a negative. But we are dealing with veterans here, people of unequaled faith, guts, and courage. The Vietnam Vets MC is already stepping up to bat, and I was told that next year this will be a mandatory run for club members. Now it's our turn. All you need to do is get on a bike and get yer ass in gear next year. Come on out and party with all of us at Red River and show your respect.

For rooms and info contact the Red River Chamber of Commerce at (505) 754-2366 or on the Web at www.redrivernm.com

See ya next trip.

—Strip Bar Stan

(Special thanks this year and every year to the Bandidos and other clubs for policing their own and helping Charlie with security.)

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Big Dog

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PROSPORT

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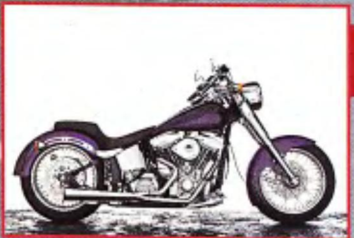

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Confederate

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113-inch V-twin; 5-speed transmission; Confederate design frame; single seat setup; Paioli inverted forks; Works rear suspension; ISR full floating brakes.

America GT

113-inch V-twin; 5-speed transmission; Confederate design frame; rider and passenger seat; Paioli inverted forks; Works rear suspension; ISR full floating brakes.

Panzer

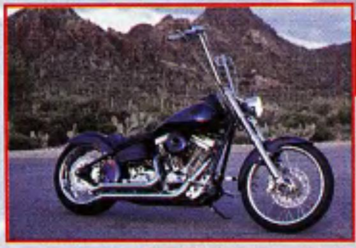
Panacruz

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; Jenkins rubber mount frame; Panzer hydraulic, wide track forks with billet clamps; laced wheels.

Tourister

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; nostalgic fenders; Jenkins rubber mount frame; wide track forks with nacelle headlight; laced wheels.

Pure Steel



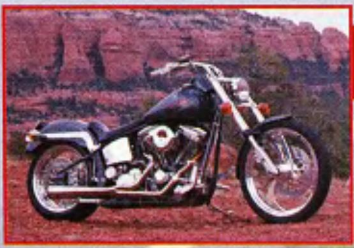
Stiletto

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel rigid frame; stretched fuel tanks; wide track forks with billet clamps; laced wheels; 11.5" disc brakes.

Saber

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel frame with dual coil-over shocks; stretched tanks; wide track nostalgic forks; 17" laced wheels; 11.5" disc brakes.

Titan



Gecko SX

96-inch V-twin; 5-speed transmission; tubular frame with adjustable torsion bars; inverted forks; 13" floating disc/ 11.5" polished stainless steel disc with PM calipers.

Sidewinder RM

96-inch V-twin; 5-speed transmission; tubular steel frame with adjustable shocks; wide track forks; dual 10" stainless discs/ 11.5" stainless disc with PM calipers.

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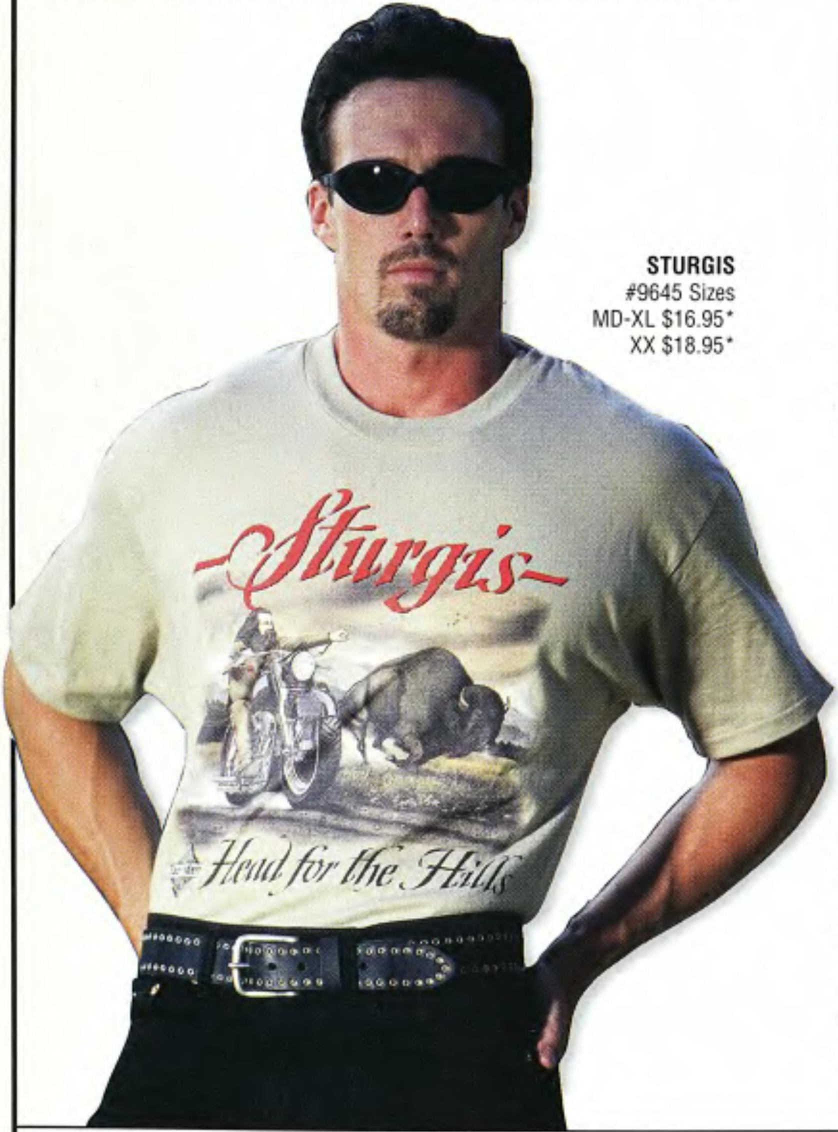

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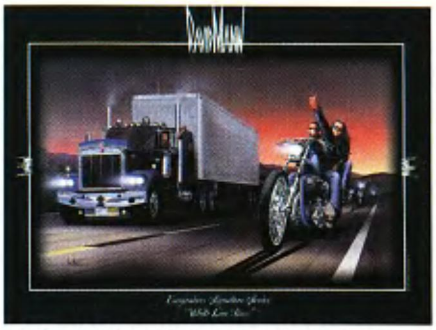

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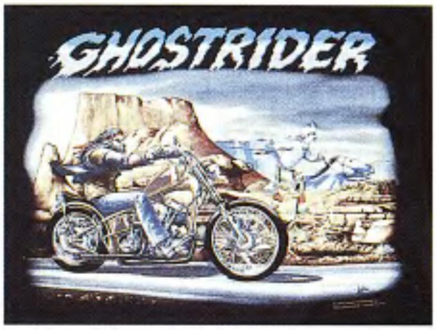

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"Can you be a bit more descriptive than 'really big breasts'?"

NightMoves

A Stealth Fighter For Civilians—Sorta

Canadian "Wild Bill" Johnston lives for sundown. That's when the Brooks Brothers suit hits the rack and the leathers hug the shoulders. For Wild Bill, endless hours of tedium in the soul-sucking business world can only be balanced by a wide-open romp on a Donny Petersen howling rigid Evo. With an estimated 95 horses poundin' at the rear, plus a handlebar switch-activated NOS system at the ready, Wild Bill surely has a strong enough blow-by vacuum to suck the syrup outta any nearby maple trees ...

Donny Petersen's Heavy Duty Cycles in Toronto, Ontario, gave us the scorching scooter lowdown. "Wild Bill started the bike in another shop, but basically got jerked around because his demands were too sophisticated for their abilities. He'd been coming into Heavy Duty for a couple of years and he finally brought the bike project to us."

When it comes to business, Donny's a real stickler. When a customer is purchasing a bike, he reviews the pros and cons and has them go home and sleep on it. "There's nothing like pain to make you do things in a safe way," he added.

Painstaking is more like it. Heavy Duty Cycles makes their own frames in-house, courtesy

of a man known as Marvelous. In one week, his artisanship created a chrome-moly, TIG-welded, rigid romper that was dialed in from the get-go, exactly the way Wild Bill wanted it.

The internal mods on the essentially stock H-D motor consisted of head porting and polishing, a 4 1/4-inch stroke upgrade, a Crane 500 intake/510 exhaust cam, Wiseco 10:1 pistons, and a lifter limiter kit. That particular goodie allows the lifter to act like a solid when under duress, and like a hydraulic under normal operating conditions.

Heavy Duty also added roller rocker arms, Ampco 45 nickel bronze valve guides, Crane valve springs, Rowe valves, and .050-inch larger intake valves. The final touches were to modify the combustion chamber a tad, then install an NOS single-fogger nitrous system that is guaranteed to inject no small amount of teeth clenching, gut-tightening torque into one's upper torso.

Fabrication-wise, Heavy Duty took an FL front fender and altered it to occupy the aft position. It was split, widened, then turned around 180 degrees to be mounted as a rear fender. The rear axle was outfitted with an Accentric adjustable setup (complete with recessed adjusters) that allows Wild Bill to raise or lower his bike. Heavy Duty also created the sidemounted license plate holder (complete with 3/8 Allen bolts and red Loctite) to replace the type that frequently vibrates loose and goes airborne on rigids.

Donny Petersen and Heavy Duty Cycles have been at this game a while, and they play it well. They also play it for keeps. If that's how you ride (and Lord knows Wild Bill does), you might want to cast your project-filled gaze over the border and see how they do things up in The Great Whiteville (which is where our Fox Hunt winner, Shaylene, happens to hang her feather boa, in Niagara Falls, Ontario). But be forewarned: If you cross the border at night, look both ways, 'cause there's a northern-most beast runnin' loose, and we ain't talkin' about a Canadian moose, eh. *—Captain Trash*

Owner: ....Wild Bill Johnston
City: ....Toronto, Ontario

General

Fabrication:.........Donny Petersen's Heavy Duty Cycles
Year/make: ....1997 Evo rigid
Model: ....Hard Core
Assembly: ....Len Howse, Heavy Duty
Chroming: ....Sulphuric Steve

Engine

Year/model:......................1997 Evo
Rebuilder:.....................Steve Lusk, Heavy Duty Cycles
Ignition: ....Crane Hi-4 single-fire
Displacement: 1340cc
Lower end: ....4 1/4 stroke by Heavy Duty Cycles
Pistons: ....Wiseco 10:1
Cases: ....H-D
Heads: ....ported and polished, Crane valve springs, powdercoated
Cam: ......Crane 1-1002 500 intake, 510 exhaust
Carb(s): ......42mm Mikuni w/nitrous
Pipes: ....Samson, 2 inch
Modifications: ....balancing by Dynamic, Heavy Duty Cycles, lifters-limiter kit, extended teardrop with nitrous controls, idiot lights on air cleaner

Transmission

Year:.........1997 Heavy Duty Cycles
Modifications: ....Andrews gears, 3-inch Primo E-start belt drive, hydraulic clutch

Frame

Year/type: 1997 Heavy Duty Cycles
Builder: ....Marvelous, Heavy Duty Cycles
Shocks: ....none
Modifications: ....chrome-moly TIG-welded, Accentric axle adjusters, 6-degree rake, 1-inch stretch

Paint

Molding:............Heavy Duty Cycles
Painter: ....Wizzard
Color/type: ....multi-tribal graphics/ House of Kolor
Special paint:................marbleizing

Accessories

Bars: ....drag bars
Handlebar controls:........Ness billet
Fenders: ....modified FL with internal struts on rear
Headlight:.....................Headwinds
Taillight: ....sidemount
Dash: ......one piece by Heavy Duty
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics:......all hidden and internal
Gas tank: .... 6-gallon fatbobs
Oil tank:............................extended
Oil system:................................H-D
Seat:.......Heavy Duty, hand-poured epoxy base, flame-stitched
Mirrors: ....oval louvered
Grips:......................................billet

Forks

Type: ....wide glide/ 2-inches wider
Builder: ....Dean Sevic
Special features: ....one-piece billet risers, inverted billet Heavy Duty 2-inch wider crowns, Pro-One billet lower legs

Wheels

Front

Type:...billet
Size: 21-inch
Tire: .... Metzeler
Brake: ....JayBrake, 4-piston dual

Rear

Type:...billet
Size: ....18 inch
Tire: ....180 Metzeler
Brake:.....JayBrake 4-piston caliper
Photos:.....................Theresa Cliffe

Easyriders®

1998 Franchise Award Winners

Winners:

1. Highest Motorcycle Sales	Columbus, GA
2. Highest Merchandise Sales	Altanta, GA
3. Outstanding Customer Service	Dallas, Texas

First Runner Up:

1. Highest Motorcycle Sales	Albuquerque, NM
2. Highest Merchandise Sales	Albuquerque, NM
3. Outstanding Customer Service	Columbus, GA

Second Runner Up:

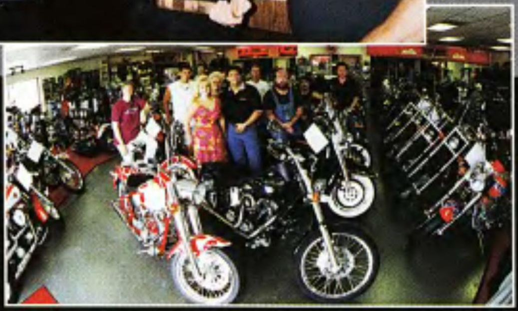
1. Highest Motorcycle Sales	Atlanta, GA
2. Highest Merchandise Sales	Dallas, TX
3. Outstanding Customer Service	Albuquerque, NM

Third Runner Up:

1. Highest Motorcycle Sales	Greensboro, NC
2. Highest Merchandise Sales	Denver, CO

Fourth Runner Up:

1. Highest Motorcycle Sales	St. Louis, MO
2. Highest Merchandise Sales	Houston, TX



We would like to congratulate the franchisees above that have been acknowledged by Easyriders, Inc. as doing a great job representing the Easyriders brand. We are grateful for their efforts and wish them continued success.

Gaylon Smith, Executive V.P. Franchise, and Mike Cunningham, Director of Operations and Training, made a trip to the Easyriders stores in Atlanta, Columbus, GA and Dallas, TX to present the owners and staff with the first place Eagle trophy and a plaque to be placed on the wall. An award dinner was held for all of the employees for each of these first place franchises, at a location of their choice. Easyriders also acknowledges all the runner's up in each segment for a job well done. All franchisees would also like to say thank you to their customers for helping them in their success. They know they couldn't have done it without them.

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Reno • St.Louis • Salt Lake City • Scottsdale • Sturgis • Tulsa • Cambridge, Ontario

With the stores gearing up for their annual Yuletide sales orgy and turkeys taking cover anywhere they can find it, a bro's mind can't help but turn to Thanksgiving. Scooter people have a lot to be thankful for: the V-twin, smooth pavement, and jolly big hooters, just to name a few. With all the excitement, sometimes we get too wrapped up in the big ticket items and overlook the little things that make life a bit better. There are so many little things I'm thankful for (shut yer pie-hole ... that's not the little thing I'm talking about), so I thought I'd take the liberty of writing them down. These are a few of my favorite things ... stuff that I'm damn thankful for and try to appreciate every day of the year, not just when I'm up to my ears in turkey parts.

Television ... Because there is so much stupid crap on it, television tends to get a bad rap, but without it I'd have nowhere to watch my Easyriders videos and titty movies. Also, if I weren't glued to the tube, the ol' lady would expect me to spend quality time with her and we all know how harsh that can be.

There's nothing wrong with television as long as you keep your viewing in perspective. Treat the box more like a live action lamp than your window to the world. The best window to the world is the view over your handlebars. And that, my friend, is something to be truly thankful for.

Apehangers ... In my humble opinion, there is no accessory you can bolt on a scooter that is more attractive than a set of apehangers. Take a decent scoot, strap on some apes, and suddenly you're not just riding, you're making a statement. You're telling people that you are not a motorcyclist. You, by God, are a biker.

Twist Tops ... I'm of the age where I can remember life before the twist-off beer cap. Back then you had to gain access to your favorite beverage with an opening device. This was fine if you had such a device with you, but if you didn't, you had to improvise.

A favorite make-shift opener was a disposable lighter. You sort of held your hand like a block and used the opener like a lever to pry off the cap. This system worked quite well, right up to the point where the lighter exploded. This could be very frightening and often caused you to drop your beer, which is a serious faux-pas when surrounded by a group of thirsty bros. At least the beating you got for being clumsy helped put out the flames.

Indoor Plumbing ... I can't imagine having to leave the house every time I felt the need to relieve myself. It's bad enough having to do it when the ol' lady's in the tub with the door locked. Come to think of it, the neighbors don't seem to care for it much either.

I think the worst thing about using an outhouse would be all the toilet vermin you'd have to deal with ... bats, rats, roaches, spiders, and other outdoor type critters, all just waiting to scare the bejeezus out of a person. Not to mention the stench. You think life in the big city stinks now ... imagine what it would be like with a couple of million outdoor toilets dotting the landscape. I'm very thankful for indoor plumbing.

Electric Start ... If you're old enough to remember the pre-twist top beer bottle, you're old enough to appreciate electric start. Stomp startin' your scooter might be a macho way for a young biker to impress the skirts, but the more hair you lose, the more thankful you become for push-button convenience.

I can remember a time when I wouldn't consider a bike unless it had a manual starter folded in on the ditch side. Now I look at a kickstart the same way I look at a rattlesnake. It's interesting, but not something I'd want to step on.

The Thong Bikini ... I don't think I have to explain why I'm thankful for the thong. It is, without a doubt, the single, greatest advancement in female apparel in the history of mankind. Just the sight of one takes my breath away. Put a thong-clad, shade-wearing female on an aped-out scooter and I just turn into a weak-kneed, drooling pile of uselessness.

The only problem is that not every woman is up to the thong's revealing nature. You don't want to go stuffing an oversized backside into such an undersized garment. Fortunately, most big-assed women know this and don't attempt the look, which I am also thankful for.

Hookers ... Hookers are a great way for a man to cut through a lot of pointless small talk and get down to the business at hand. As long as you've got the cash, working girls will meet your every need and not insist that you cuddle or get to know them better. Just make sure that when you pick up a hooker she's not just a really easy woman standing on the street corner. No use throwing away good money if you don't have to.

Shades ... They say the eyes are the gateway to the soul, which is why I like shades. I don't need every asshole I meet looking into my soul.

Dark glasses are also the cheapest, easiest fashion accessory a biker can buy to make him look more like a biker. They just look cool. Hell, shades would look cool on a radish. And women! Nothing looks better than a naked chick in shades. Except maybe a bunch of naked chicks in shades, but I think you get my point.

—Greg White

Solo Flight

REBECCA "BLUE EYES" DELAY

The mechanics of it all ... Now that I am about to take control, I've forgotten everything. How to shift, turn, stop, get out of hazardous situations, and, most importantly, how to do it all with cool and finesse.

Well, it's all lost to me now, like riding a bicycle for the first time. Bad comparison, I thought, recalling that I put an end to that milestone occasion by riding face first into a cyclone fence!

I stared greedily at my dad's sleek, black Shovelhead gleaming in the bright summer sunlight. Why was it that this bike had never seemed so overpowering and arrogant when I'd proudly ridden shotgun on the back fender? Now I was to be the master. This all-knowing iron horse was my childhood dream come true and the key to what I had chosen for my future. It was all or nothing now.

Behind me stood my father, my mentor, my teacher. My earliest memories were of him flying down the backstretch, always in the lead at countless flattrack races. Then came the roar of the crowd as he effortlessly stood his motorcycle up on one wheel and took a full victory lap, grinning handsomely in his bright orange and white leathers. Always, I had wanted to be that confident, that in control of something that seemed uncontrollable. Now was my chance to come of age.

I knew very well that any mistake on my part would be dealt with harshly and without mercy by this iron horse. I was terrified to try, yet obsessed with mastery. Dad had taken me out to a field behind his house. "Just in case," he said indulgently. I took a deep breath, and as I swung my leg over the solo seat, I reminded myself how squirrely things could become on the uneven, sandy ground. But dad seemed unconcerned, and I was determined not to show my fear. I pulled the bike upright, feeling how easily it balanced between my legs. I kicked the motor over the first time, hearing the first roar, then the familiar gallop of the stroked motor, appreciating the thunder of the unbaffled pipes.

Slowly, I squeezed the clutch handle into my left palm, tiptoed into first gear, gave it some gas, and prepared to lift my feet gracefully onto the pegs. I held my breath in exhilaration. Instead, I seemed to be stuck in place, and as I hurriedly gave her more gas, she coughed and died on the spot. Dad kindly pointed out that the wheels had dug themselves into the soft sand. I would need more power. I determinedly kicked her back to life, rebalanced myself, stepped into first gear, and revved up the throttle. Slowly releasing the clutch, the beast shuddered, pulled, and leaped forward. We were off on a wobbly, unsteady path that even my worst nightmares hadn't prepared me for. Even worse, I was making a beeline for a cyclone fence (figures)! Somehow, I managed to avoid the fence and slowly felt my balance begin to steady as I bounced around the field.

Although I was merely coasting along in first gear, the powerful bike kept leaping forward and dying off. I motored around in a very large circle, back to dad, and stopped. He discovered that the enrichener on the S&S carburetor was stuck on. That remedied, I was off again, much smoother and more in control this time, and determined to make Papa proud. My confidence soared as I executed a couple of left-hand circles. The monster was finally seeming more like my old familiar friend. I felt *so* good, that rather than circle around a third time, I broke right and experimented with using my weight to initiate a turn. It worked great! Feeling cocky, I plotted a figure eight. Grinning from ear to ear, I planned to ride gracefully back to my coach for praise and congratulations. I leaned the bike low and felt it respond with precision.

Then ... it happened. And it happened so fast that I never had a clue. She slipped as if on ice, and in the blink of an eye I found myself face first on the ground,

DavidMann

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lying on my side and spitting sand out of my still-grinning mouth. I checked around quickly to see if there were any strangers hanging around to witness my ultimate humiliation. Embarrassment turned to shock as I realized I was completely trapped under 500 pounds of stabbing, smoking metal.

I twisted around to look for Dad, and saw him sauntering leisurely across the field, laughing and shaking his head. It was then that I could feel the sizzling muffler hit my twisted right ankle as it burned a hole through my sock. "That'll teach you to wear tennis shoes," I thought to myself, "even if it *is* 102 degrees out." I gasped, unable to move, still straddling the machine. I was still concerned about appearing cool and in control. "A little faster, please, Dad," I called out. He just grinned wider and continued his snail's pace. I managed to be silent for two more seconds before I took a deep breath and yelled through clenched teeth, "I'm not kidding, Dad!" At that, his face clouded over with concern and he broke into a jog. Finally, he arrived, and gasped out that he didn't realize I hadn't been able to get my leg out from under the frame. But the bike had plowed a deep resting place for itself in the sand, with me caught fast underneath.

He danced around the pile of metal, trying to secure a strong enough hold to lift the bike upward, but the frame only dug deeper into my leg every time he tried. At last he yelled, "Pull your leg out, do it now!" It was his tone that you didn't dare screw around with, so I reached down, grabbed my leg, and pulled hard. I thought I was finally free, when suddenly his grip slipped and the bike came crashing back down on top of me. It was then that I allowed myself a scream of anguish. He grabbed another handful and lifted, his face contorted in a herculean effort, and at last I rolled free.

Dad dropped the bike as I stood up and hopped around like a wounded bird. I couldn't respond to his concerns, so he immediately set to checking things out. I knew he was giving me time to recover, without making a big deal of things. I gingerly limped to the other side of the fallen beast and knelt down, as together we surveyed the damage. A little sand here, a scratch there, bent front brake line, crooked handlebars, nothing serious.

Finally, I felt his eyes come to rest on me. "All right, let's see it," he said.

I cringed in horror. I didn't want to look. Now that the feeling had come back into my leg, it didn't feel well at all. I carefully pulled up my denim-clad pant leg and focused my mind on the nearest tree.

"Wow," he exclaimed, "you're gonna feel it, but it's not as bad as it could've been." I ventured a glance. My ankle was swelling, burned, and turning glorious shades of purple, but he was right. I had expected much worse. He grabbed me in a bear hug, patted my back, and, bowing slightly, asked if he might be allowed to pilot on the way home. Smart ass ...

Despite my discomfort, I relaxed on my familiar rear pad and marveled at how less frightening the reality of falling had actually been. I smiled as I analyzed the whole experience in my mind, busily storing away tidbits of newfound wisdom. Somehow, I knew that riding shotgun would never be as satisfying as it had once been. I didn't ride again that afternoon, just sat back with my ice pack and listened to Dad's evaluation, support, and praise. My pain seemed to lessen as I heard the pride in his voice.

That was many years ago. Of course I did ride solo again, and continue to do so today. I often look back on that fateful day and allow myself a private smile, feeling warmth in the remembering.

But we can never go back and now I have only my memories. Dad is gone, going out the way he would have chosen—riding his '47 Knucklehead with his long hair blowing back, the wind roaring in his ears, cruising along the winding California backroads he loved so much. I feel him with me always, and I am forever grateful for the way I was raised and the lifestyle I chose to follow and continue.

Now I have my own daughter, who can't stay off my bike. Someday, before I know it, she will have her very own Solo Flight. When it happens, I'm sure I'll feel the loving presence of my father, standing beside me. And so the circle continues.

What goes vroom, screech, vroom, screech, vroom, screech?

A prospect going through a flashing red light.

The General
Bull Run

Friends help you move.
Real friends help you move bodies.

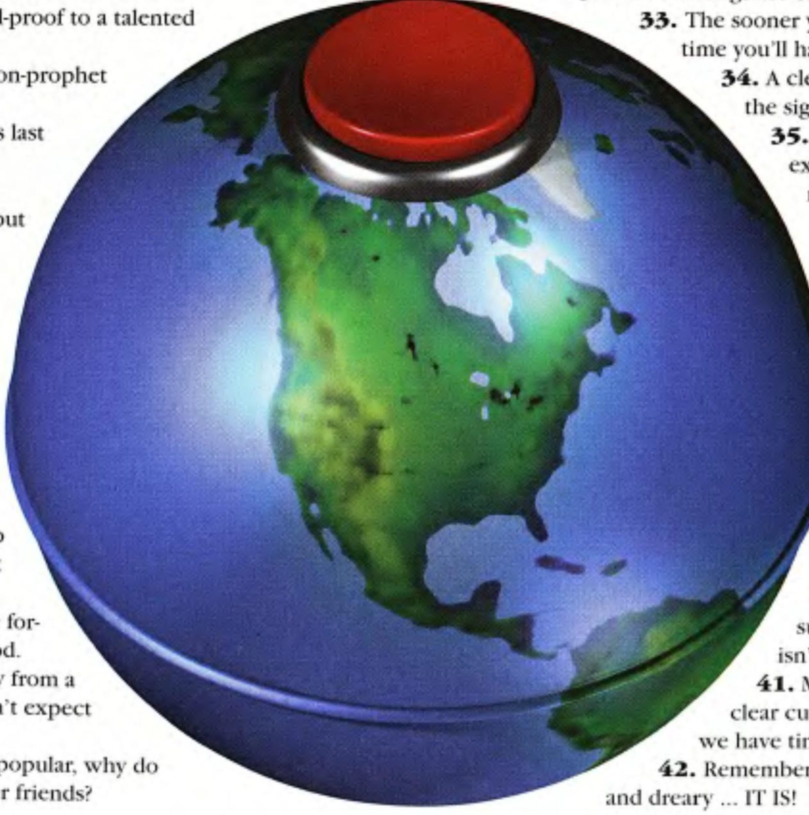
Wolf
Immokalee, Fla.

It seems like the whole world has gone plum crazy. Everywhere you turn, there are those who refuse to take responsibility for their own actions and who snivel about everything imaginable. In this politically correct environment of air bags, helmet and seat belt laws, and disclaimers on everything from hair dryers (Do Not Place In Water) to Mr. Bubble (Store Away From Water), it seems we are all walking on egg shells with every sighing breath, in hopes that we won't be sued for some insane minor infraction in the New World Order. Well, LIGHTEN UP!! The following statements would make great bumper stickers, or, at the very least, should be written on bathroom walls (Oh, is that graffiti? Shame on me.), or perhaps they'd make good ice-breakers on a first date. Anyhoo, sit back, relax, and enjoy these deep thoughts for those who just take everything too damn seriously! We'll say it again ... LIGHTEN UP!!!

LIGHTEN UP!!!

It's not the end of the...

1. Save the whales. Collect the whole set.
2. I feel like I am diagonally parked in a parallel universe.
3. A day without sunshine is like ... night.
4. On the other hand, you have five fingers.
5. I just got lost in thought. It was unfamiliar territory.
6. 42.7 percent of all statistics are made up on the spot.
7. 99 percent of lawyers give the rest a bad name.
8. You have the right to remain silent. Anything you say will be misquoted, then used against you.
9. I wonder how much deeper the ocean would be without sponges.
10. Honk if you love peace and quiet.
11. Remember, half the people you know are below average.
12. Despite the cost of living, have you noticed how popular it remains?
13. Nothing is fool-proof to a talented fool.
14. Atheism is a non-prophet organization.
15. He who laughs last thinks slowest.
16. Depression is merely anger without enthusiasm.
17. Eagles may soar, but weasels don't get sucked into jet engines.
18. The early bird may get the worm, but the second mouse gets the cheese.
19. I drive way too fast to worry about cholesterol.
20. I intend to live forever—so far so good.
21. Borrow money from a pessimist; they don't expect to get it back.
22. If Barbie is so popular, why do you have to buy her friends?



23. Mind like a steel trap: rusty and illegal in 37 states.
24. The only substitute for good manners is fast reflexes.
25. Support bacteria—they're the only culture some people have.
26. When everything's coming your way, you're in the wrong lane required for it.
27. The hardness of butter is directly proportional to the softness of the bread.
28. The severity of the itch is inversely proportional to the ability to reach it.
29. To succeed in politics, it is often necessary to rise above your principles.
30. Monday is an awful way to spend 1/7th of your life.
31. You never really learn to swear until you learn to drive.
32. Two wrongs are only the beginning.
33. The sooner you fall behind, the more time you'll have to catch up.
34. A clear conscience is usually the sign of a bad memory.
35. Change is inevitable, except from vending machines.
36. Get a new bike for your spouse—it'll be a great trade!
37. Plan to be spontaneous—tomorrow.
38. If you think nobody cares, try missing a couple of payments.
39. How many of you believe in telekinesis? Raise my hand ...
40. If at first you don't succeed, then skydiving isn't for you.
41. Make Earth first ... we'll clear cut the other planets when we have time.
42. Remember ... if your life seems dull and dreary ... IT IS!

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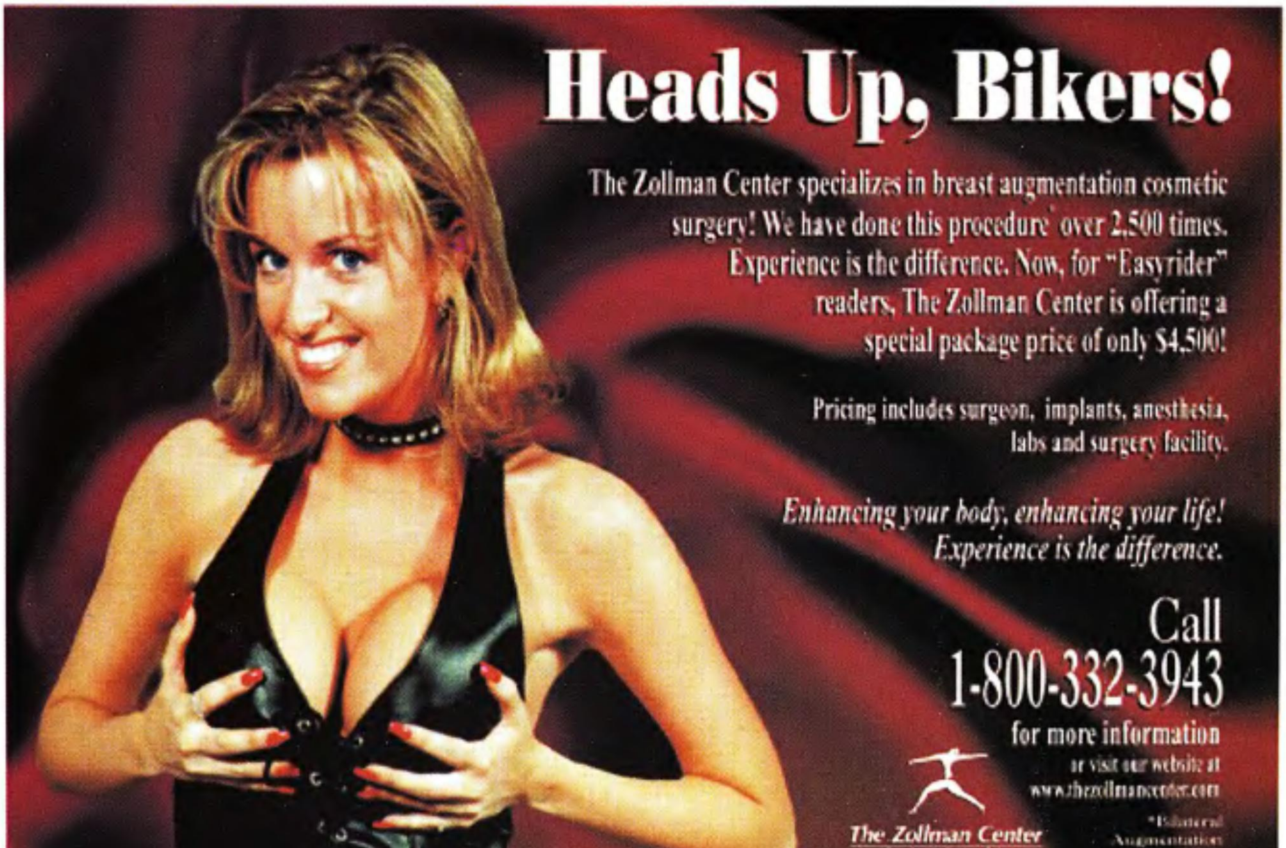
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400,000 Mile Harley

DAVID WILLETT KEEPS HIS HARLEY ALIVE FOR THE LONG HAUL

As reported in the August 1999 issue (#314, page 28), David Willett of High Point, North Carolina, has logged an honest 416,000 miles on his 1987 Harley Tour Glide. Just think, all those miles on one Evolution motor. "Ole Charlie," as Willett calls his faithful bagger, has the most miles ever documented on a Harley Evo. H-D is conducting a study of Ole Charlie's engine and after the study, Harley will display this proud putt in the tour center of its engine manufacturing facility on Capitol Drive in Wauwatosa, Wisconsin. Ken Sutton, Harley's vice president. and general manager of Power Train Operations, presented David Willett with a brand-new 1999 Electra Glide Ultra Classic on April 12 and rode Old Charly back to the Harley plant with David on the Ultra. We caught up with Mr. Willett recently to talk about the life and times of Ole Charlie ...

Easyriders: What's the bit about your name?

David Willett: Here's the way you remember my name ... I ride a bike, but *will it* start? People come up and say, 'I know you. You're Willett start?'

ER: How long have you been riding?

DW: I started riding probably in 1948, and I was around 14 years old. I had a Whizzer and a Mustang and you could ride without a license. I got my license when I was 15 and it was stamped with a motorcycle on it. I rode for several years and then I quit. I got interested again in 1972, and that's when I really got serious about riding.

ER: What initiated your first H-D purchase?

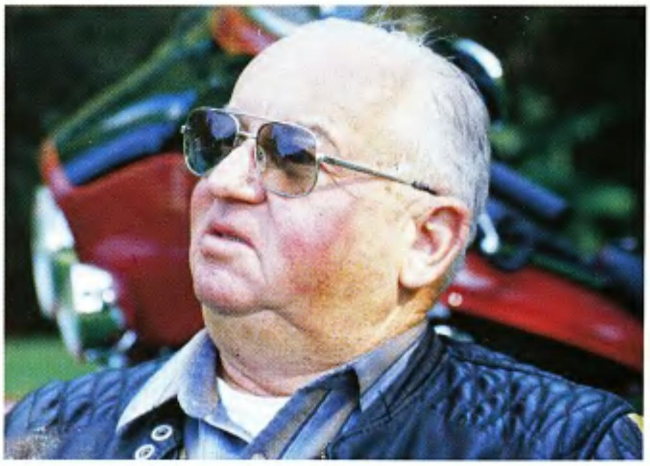
DW: Well, I've owned several Gold Wings and I've put over 100,000 miles on each one of them. I met an older gentleman and he was riding a Harley. He told me about his trip on an Evolution to Alaska. I thought, well, if the Harley can go to Alaska and back, I'd like to own one. I found a used '87 FLT that had 560 miles on it, and we got together on the price, and I bought it. I rode with BMW and Gold Wing riders on various trips. They all started kidding me about my Harley. I took a lot of ribbing about it, but the most amazing thing is, I kept riding it. I decided that when I got 20-25,000 miles on it I would either get rid of it or have the motor rebuilt. I kept riding it and they even started a money pool on when the bike was going to blow up.

ER: Did you make extensive trips?

DW: Yeah. We'd go on these cross-country trips, 5-6,000 miles before we headed home. That ol' Harley just kept on running. I told my friends not to talk too much about my bike because it might not know it's a Harley. I rode it up to Milwaukee with 400,000 miles on it, and I still thought it was a good running bike.

ER: What do you think the secret is to making this bike go 400,000 miles?

DW: I think my riding style had a little something to do with it. Some people might disagree with this, but I used to fly some, and to me the Evolution engine, with its long cylinders, needs to warm up enough to where the cylinder has expanded and you've got a tight fit. So I



would crank the motorcycle up, let it sit there and run ...

ER: For how long?
DW: Maybe three minutes. When it's too hot and you couldn't hold your hand on the cylinder, then I'd ride. I also wouldn't ride it in really cold weather. I didn't hit the interstate and run 65-70 miles an hour with a cold engine. I tried to run it long enough where the oil had a chance to thin out. Also, I've always drained my oil and changed the oil when the engine was real hot. Sometimes I would drain the oil before I unpacked the bike when I came back from a trip.

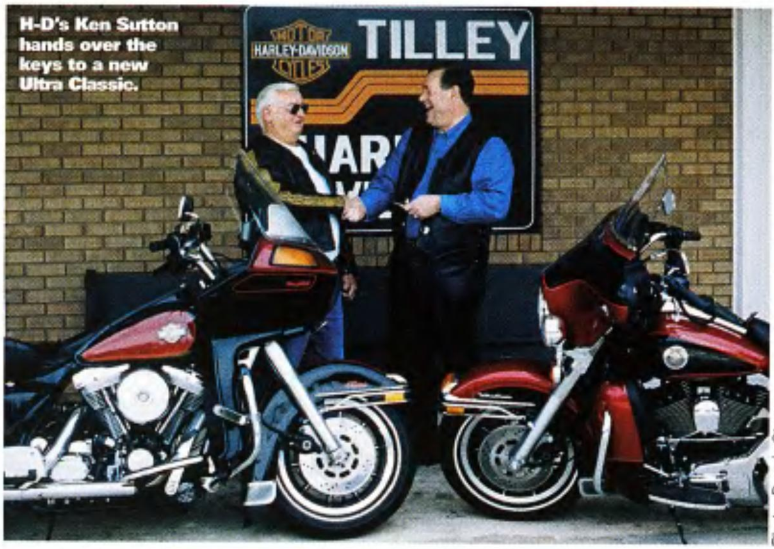
ER: Is that right? Right then?
DW: Right then.

ER: Now how often would you change the oil?
DW: It would depend. I changed it more in the wintertime, but if I were on a trip I'd probably go 4,000 to 4,500 miles, but most of my oil changes have been 2,500 or 3,500 miles. Another thing I think contributed to it is that I think somewhere around 40,000 miles I put on a K&N air cleaner, which I've run on all of my motorcycles. The K&N filter was still in the motorcycle when I let it go. You could take it out of the bike, wash it out, reoil it, and put it back in the bike. You'd never have to buy another filter, so it was very economical.

ER: At what point did you feel you were riding a special motorcycle?
DW: I really never thought about it. At over 300,000 miles, people got to asking me about it, and I think it was written up in the *Enthusiast* when it had 230,000 miles. To me, it was no big deal. I've just been doing what I enjoy doing and have been fortunate to have the time to do.

ER: Was there a point where you thought something might happen to the bike that would stop this progress?
DW: Nope. A lot of people asked me, 'How long are you going to ride the motorcycle?' 'When are you going to get another one?' I told them when I feel like I can't trust it going on a trip or don't feel comfortable. I've never had that feeling. In fact, I'll say this. I have some friends who get a new Harley every year and a lot of times they've had work done to theirs ... and mine just kept on going.

ER: How did you accumulate the miles? Did you do them on vacations or business trips?
DW: Well, back when I was working, I was a cabinet maker in my own shop, and I had all the business I could do. But anyway, I rode about every day. I would come home from work ... a lot of people come home and have a drink and watch television, go play golf or something ... I would get on my motorcycle and ride. That was the most relaxing thing for me.



H-D's Ken Sutton hands over the keys to a new Ultra Classic.

Photo: Dennis Stemp

ER: From the time you got off work until how late at night?
DW: Well, sometimes I would go for a short ride before I ate.

ER:: What would you call a short ride?
DW: Probably 60-70 miles. Then I would come home and eat my supper. Then again, I would come home, eat, and go ride, and it would be between 9:30 and 10 p.m. before I got back, depending on the time of year.

ER: What do you mean by depending on the time of year?
DW: Spring and fall.

ER: Did you do a lot of winter riding then?
DW: I prefer to ride in cold weather.

ER: Why is that?
DW: I can dress to stay warm, but I've never figured out how to dress to stay cool. Let me mention this. As you get older, you don't make heat like you do when you're young. So, I've been using electric riding clothes since 1977.

ER: What was the story I heard about you feeling like you're some kind of cowboy?
DW: Uh ... yeah. I feel like I was born a hundred years too late or something. I've considered myself and my motorcycle kind of like an ol' cowboy and his horse. We get on it and go riding and go places. My friend who recently passed away, Shelby Atkinson, who was 84 years old, was the one who named my bike Ole Charlie.

ER: Do you have a biker name?
DW: No, I don't have a biker name and I got a CB on this new one. This might be interesting. My CB handle was Easy Rider.

ER: What was your best experience on a Harley and what was your worst?
DW: I think my best experience was when I went to Milwaukee and met Ken Sutton, who's the vice president and general manager of the Power Train Operation. When he came out and looked at my motorcycle and listened to it run and then personally took me and my friend Tommy Hawks through the engine plant. That was at Capitol Drive, then we went to the Pilgrim Road plant where they build Evos and he had one of the engineers take us through that and we met for lunch. That was my most pleasant experience.

ER: Tell me about one of your worst experiences.
DW: Well ... I don't think I've ever had a real bad experience riding motorcycles. I think a lot of people make the mistake of getting a rain suit and putting it in their saddlebags. They don't know if the rain suit leaks. I say practice riding in the rain. Then when you get caught in the rain and you want to go somewhere and it's raining you know what to expect, you know what it's like to ride on a wet road. All my experiences have been good.

ER: If you were to say there was one trick to riding in the rain, what would it be?
DW: Slow down. Leave more distance

between you and the car in front of you. You've got to look way down the road. The motorcycle will not slip out from under you if you go in a straight line; you're balanced. It's when somebody suddenly hits their brakes or they are turning, hit a little oil, or slick asphalt, something like that. That's when you get in trouble.

ER: Have you ever gone down?
DW: I hit a car in 1950.

ER: Did you get hurt?
DW: Nope.

ER: How did it happen?
DW: Made a left-hand turn.

ER: The infamous left-hand turn. So, you learned to watch a little bit closer?
DW: Well, you hear people talk about when they go riding, and they've all had one of these close calls. I don't consider I've had many. I've had very few. And I'd like to say this. I've ridden probably a million miles without an accident or traffic citation.

ER: A million miles!
DW: I think if we will all obey the basic traffic laws: Stop at stop signs. Stop, then look to see if something is coming. People pull out in front of another car. They look and don't see it. Now, I'm not going to say that I don't speed, because I do, but I ride with traffic more than I do the speed limit. I want to flow with the traffic.

ER: After going a million miles, what advice would you have for those of us who are over 40 years old, have little problems with our backs, or have to take more frequent butt breaks? Is there a secret to making your butt and your back last a little longer?
DW: I don't know if I can answer for you or some of the other people, but I know people who get a motorcycle and they get tired real quick. I think it boils down to just learning to relax. If you can relax riding a motorcycle, you can ride all day long. When people start out it's like playing a game of tennis. If I went out and tried to play a game of tennis I'd be so sore I couldn't move. But I can go ride my motorcycle all day and it doesn't bother me. You have to condition your body. You use certain muscles. A good example is when I get a different bike. I'm used to sitting on one a certain way. The handlebars are a certain way, as are the footboards and pegs. This new bike tires me until I get used to it or change things. Most of the time I move the handlebars to suit me.

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ER: Have you fine-tuned this new Harley they gave you yet?

DW: No, everything seems to work well. It's a good fit.

ER: I see that Harley has rebuilt your cases. How many times?

DW: At 264,800-some miles, I had a problem and think this happened to several Harleys; oil was going from the crankcase to the primary. I was in Daytona and saw a couple of Harley-Davidson people there and told them I had a Harley that couldn't be fixed. They wanted to know what the problem was, and I explained it to them. This fella gave me his card and said wait a couple of weeks and someone from the dealership, which was Tilley H-D in Statesville, N.C, would give me a call. Harley replaced the cases for me.

Photos: Bill Ellis

ER: What about all this camping you do?

DW: I camp. It saves you a lot of money, and it also goes along with riding bikes. If you stop at a motel, lots of times you go in and lock the door and turn on the television. At a campground, if you're on a motorcycle, people come up to tell you about their grandfather, uncle, or somebody who rode, and you have a good conversation.

ER: Tell me about the Corps of Engineers campsite.

DW: It's usually on a lake or a river, which makes it more interesting. When you get like me you can get an old age card. If the fee is 10 dollars, you can camp for five dollars.

ER: Do you carry a pup tent?

DW: I use a little two-man tent. I'm full of bull, so I'm going to tell you a little story. I tell people that I've got a two-man tent. It's not big enough for me and my wife, but it's just right for me and my girlfriend.

ER: I understand that Ken Sutton of the Motor Company delivered your new '99 Ultra Classic and then he rode Ole Charlie back to Milwaukee.

DW: Yeah, and I rode back with him. He is a heck of a rider and thoroughly enjoys riding. He is the kind of person that, if you met him and talked to him for 15 minutes, you'd feel like you'd known him for a long time. I'll tell you, we had a heck of a ride.

ER: Keep on ridin', Mr. Willett.

DW: You know, I sure will.

—Bill "Hatchetman" Ellis

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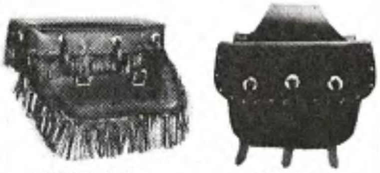

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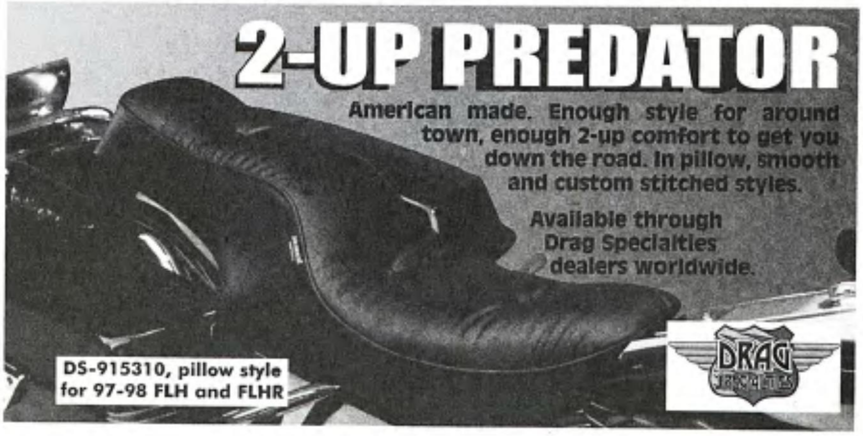

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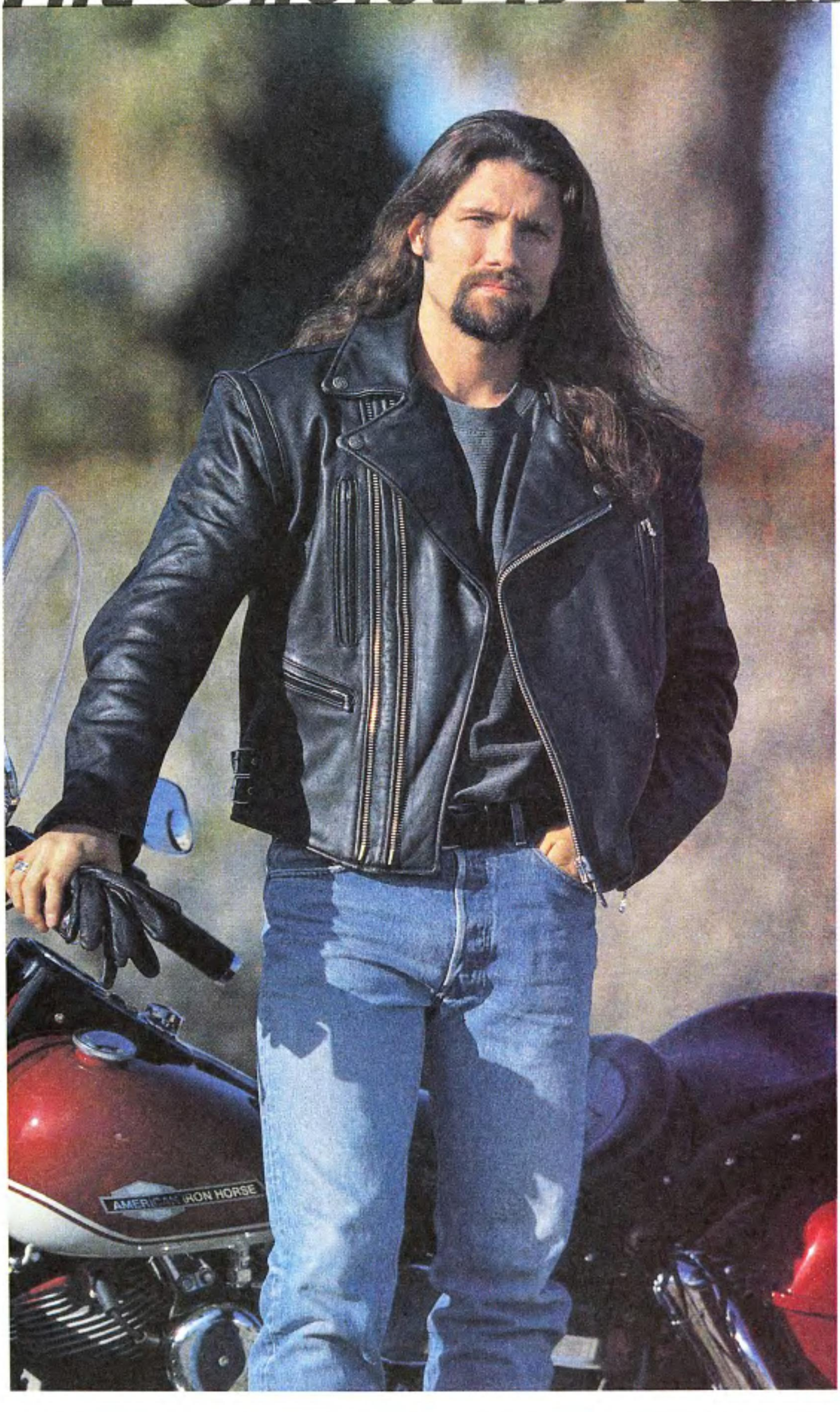

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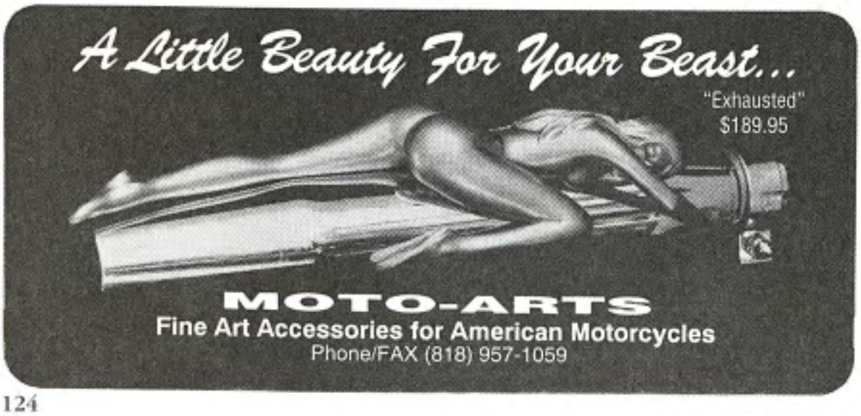
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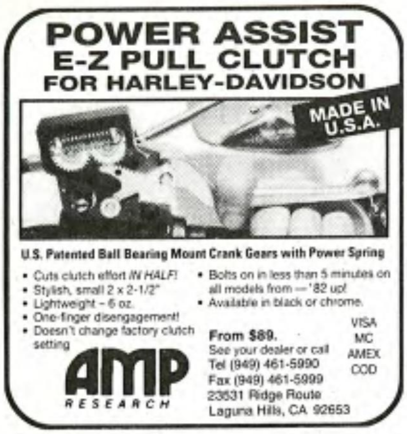
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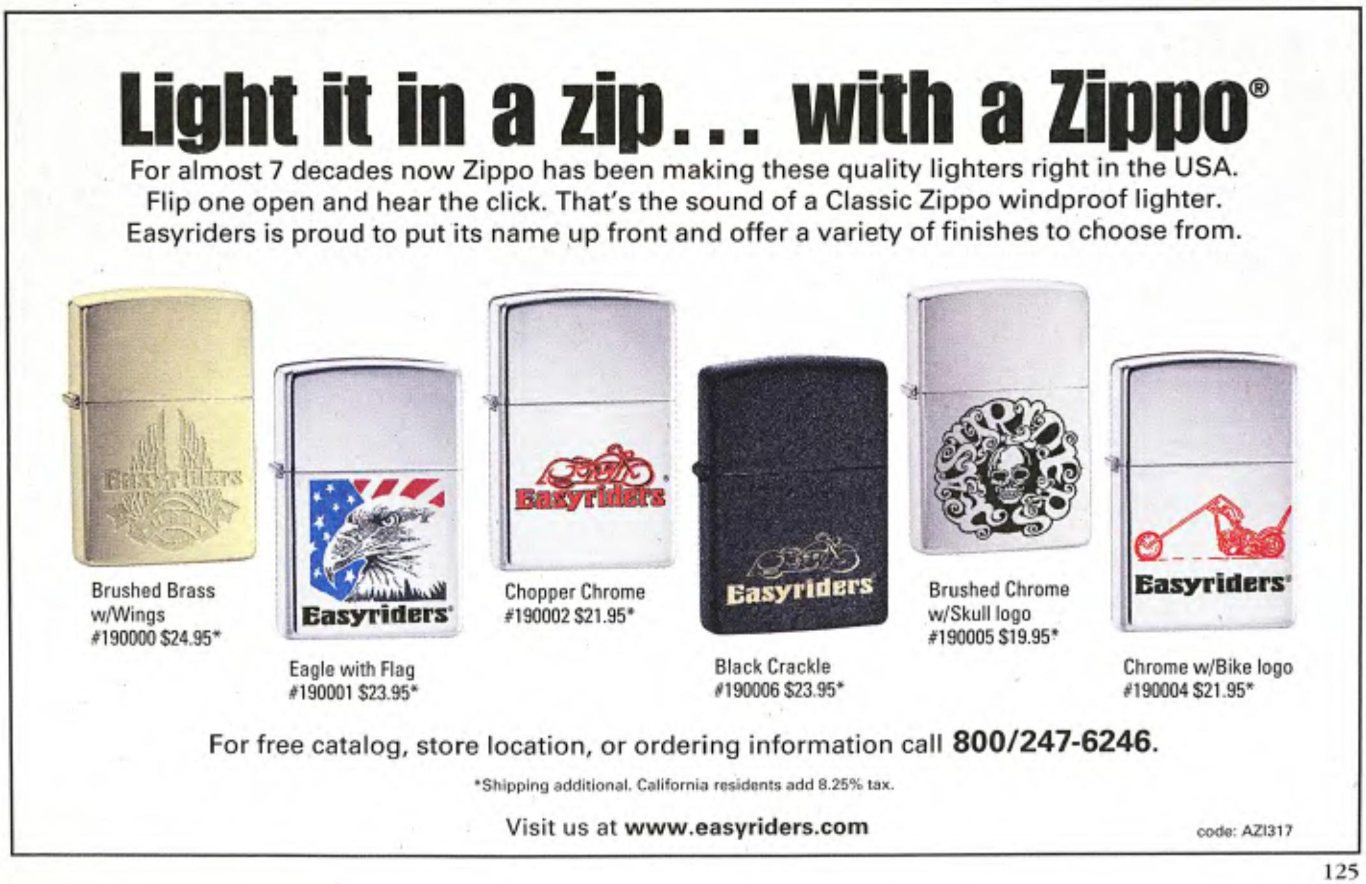
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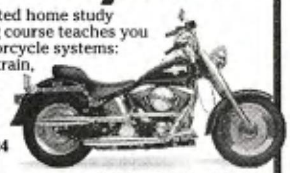

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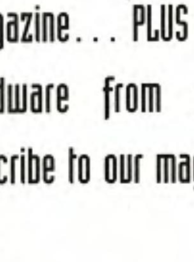

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Rip's Tips

Gimme A Brake

This tip is about *whoa* power. Simply put, stopping that putt you're riding.

I like using braided steel brake lines for several reasons. First, I have developed a feel for them, particularly the dual disc setup on the cross-country dressers. When I squeeze that front wheel brake lever, I have more confidence in it than with the stock setup. I feel more control when stopping quickly and in a straight line. The braided steel lines give my hand a more steady feel. After a while, you know whether to slack up a bit, squeeze the front brake lever, or push a bit harder, or ease up, on the rear brake pedal without locking up the rear wheel. Living in Los Angeles, we have learned that if we want to get anywhere in a hurry, we have to ride the white line or go to a comfort spot and wait out the traffic. Sometimes ya have to lock it up when some clown wants to play games by squeezing you out between lanes. Believe me, there are jerks like that living in this town. A couple of our Easyriders crew members can attest to that. As some say, "If you don't limp you ain't shit." I smacked a car on the freeway while white lining as did Kit Maira, our Easyriders video producer.

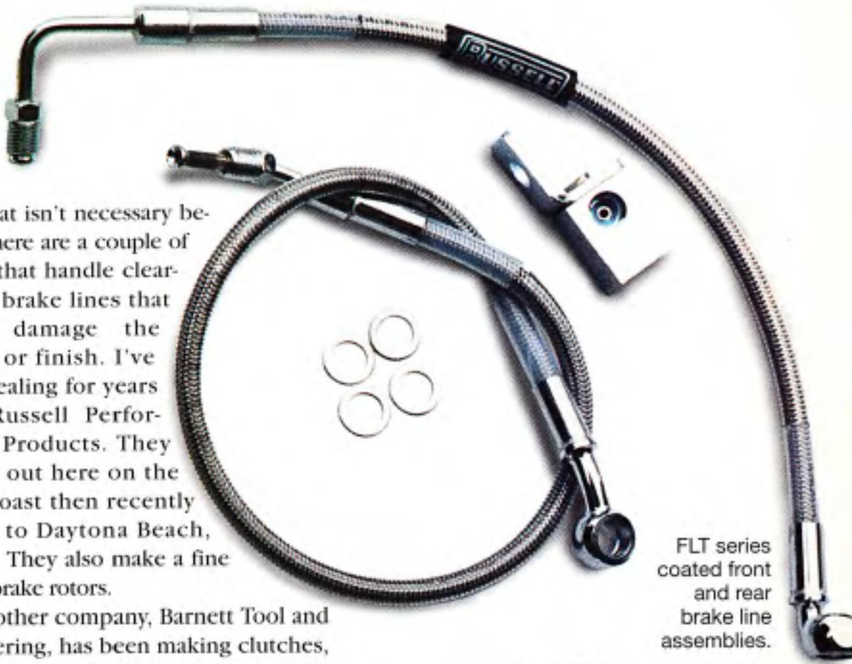
So you may have to lock up that rear wheel on those occasions, just enough to keep from hitting the car in front of you. The secret is not to drop the bike while doing it. When the driver hears the squeal of that rear tire, he/she may think that he/she is going be hit. Commonly, the driver's reaction is to move over. Don't always count on that. It's dangerous, but legal in California, and only if the vehicles you're passing are moving under the legal speed limit.

Returning to those braided steel brake lines, the main drawback is that they are abrasive and must be positioned where they will not eat the bark off of your scoot's wiring. This causes short circuits or damage to the paint. I used to split a rubber hose or tubing over the concerned areas and wire-tie the ends. Now that isn't necessary because there are a couple of outfits that handle clear-coated brake lines that won't damage the wiring or finish. I've been dealing for years with Russell Performance Products. They started out here on the West Coast then recently moved to Daytona Beach, Florida. They also make a fine line of brake rotors.

The other company, Barnett Tool and Engineering, has been making clutches, cables, and brake lines for more than 50 years. Mike Taylor, Barnett's head honcho, told me that the sun would not affect the clear coating but that brake fluid would. They've managed to work the problem out with the new materials they are currently using.

By the way, if you would like to read Rip's Run, find an issue of *Biker* magazine. If ya wanna get ahold of me via the Web, try Rip@easyriders.com.

—*Rip*



FLT series coated front and rear brake line assemblies.

Photos: courtesy of Russell

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Super X-citement
Number 103 Gets Bobbed

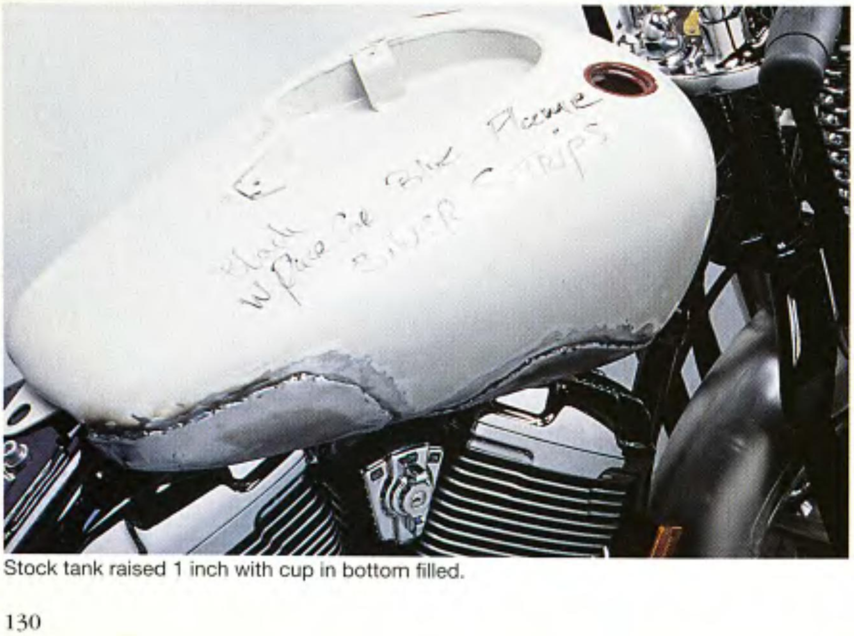
We stood in the center of a bondo dust-filled industrial building while Marty Ruthman and Danny Martinez argued about paint schemes and scheduling. We pondered the ride to Sturgis aboard the first modified Excelsior-Henderson, less than a couple of weeks away. While we intently watched the two men scrap and snarl at one another, a young blonde fetched us cold brews. We looked down at the hand-fabricated sheet metal worked over gracefully by Marty and his crew, and thought about what to pack for two weeks on the road.

The factory gas tank was raised one inch in the front and Marty suggested filling the channels for the heads since they would now clear the massive 1380cc engine. Initially they considered painting the battery side cover and the oil fill cover to match, but decided chrome for both would fill the bill.

West Coast fender tip held in place for mounting. Rear springer legs chromed for lighter look.

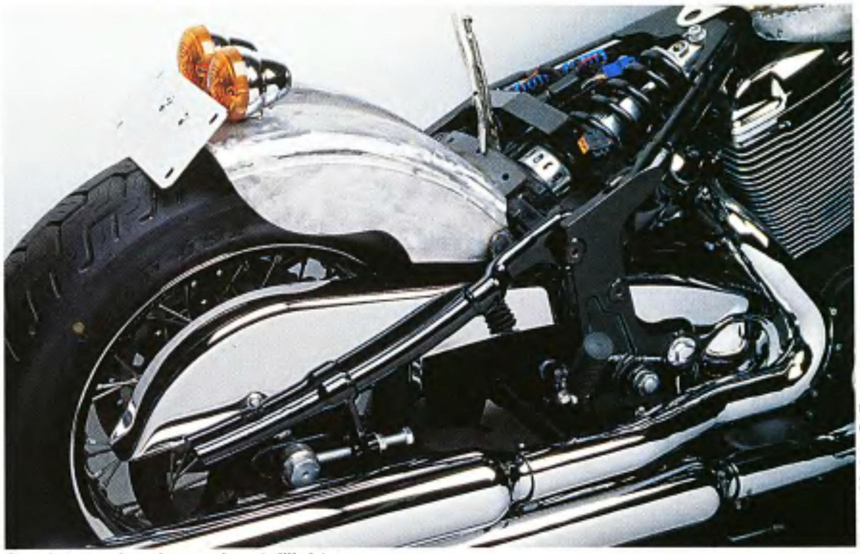
Since the factory E-H turn signals were asked to leave, Marty took notice of the stylish form of the units and asked us if they would work for taillights. Frank thought for long moments, stroking his girl's long blond curls. "It has to be clean," he muttered, envisioning the old '50s style of bobbers and the traditional donkey dick taillight that was so popular for so many years. "That might work," Frank said, looking at his girl who smiled at him lovingly and mentioned a set of wild custom taillight lenses Frank had stashed under his bed from Motor City Cycle. Frank's eyes lit up. The other staff members discussed hanging the license plate over the rear of the fender like a mud flap.

Marty had also taken a West Coast Chopper rear fender and cut the living shit out of it. It became an integral portion of the Henderson swingarm so it would tuck in against the 150 Avon. Marty also trimmed one of Jesse James' long front fenders for the front. They had taken the stock 16-inch front wheel apart and with new Buchanan's spokes, laced a new front chrome sun rim from Buchanan in place so the Avon would have a sizable patch glued to the road, but the front end would take on a



Stock tank raised 1 inch with cup in bottom filled.

Jesse James fender sliced to fit.



Photos: Markus Cuff

Stock turn signals used as taillights.

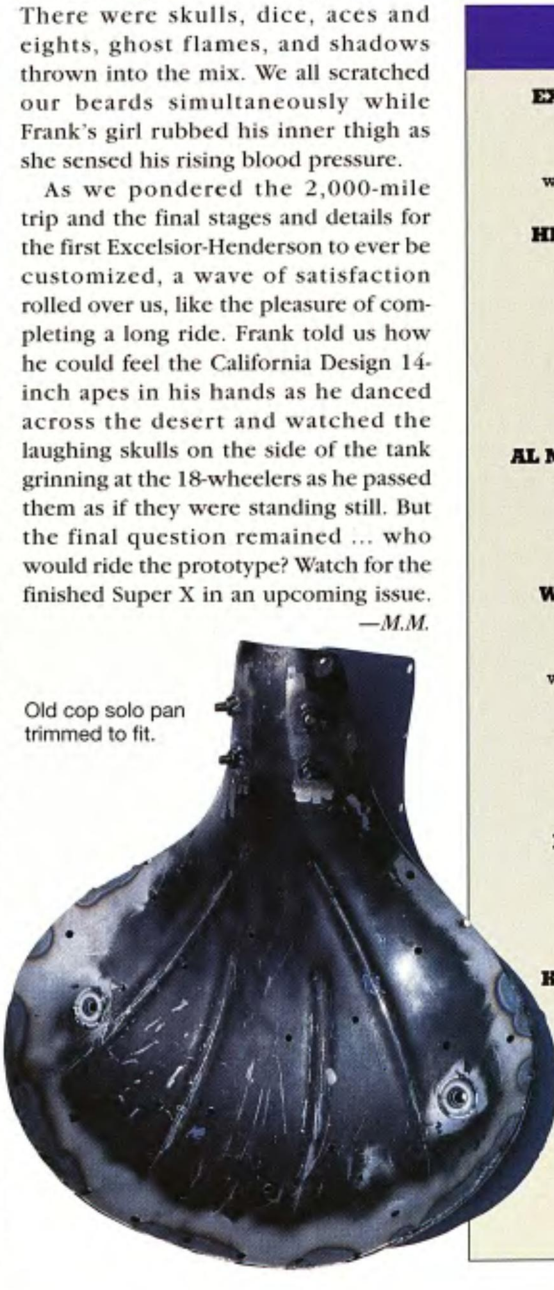
lighter appearance. The rear legs were out being chromed by Faith Chroming along with the rear pulley, brake calipers (and brackets), exhaust support, ignition switch mount, oil dip stick side plate, and handlebar controls.

Frank made the decision to attach the fender to the swingarm to hug the tire, so Marty decided that some nature of sprung seat needed to dance across the shop floor. Just then famous leather seat designer, Keith from Ft. Lauderdale, Florida, called and said, "I've got just the pan for you guys." He had an old-style cop solo, which he trimmed for comfort yet a tad more style, and the mounting process began. Out of the blue, Marty showed us a dozen billet parts he had designed to detail the monster frame: an aluminum master cylinder cover, a lowering bracket on the rear shock (dropping the frame 1 1/4 inches), detail caps for both axles. We were moved.

We had initially requested a traditional blue flame job over black with silver pinstriping, but big-bearded Ruthman and stocky Martinez the III went over the paint like a couple of scorned women taking their men apart. There were skulls, dice, aces and eights, ghost flames, and shadows thrown into the mix. We all scratched our beards simultaneously while Frank's girl rubbed his inner thigh as she sensed his rising blood pressure.

As we pondered the 2,000-mile trip and the final stages and details for the first Excelsior-Henderson to ever be customized, a wave of satisfaction rolled over us, like the pleasure of completing a long ride. Frank told us how he could feel the California Design 14-inch apes in his hands as he danced across the desert and watched the laughing skulls on the side of the tank grinning at the 18-wheelers as he passed them as if they were standing still. But the final question remained ... who would ride the prototype? Watch for the finished Super X in an upcoming issue.

—M.M.



Old cop solo pan trimmed to fit.

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Exhaust Tricks

How To Keep Your Pipes Looking Like New, During And After Installation

Good money has been shelled out for a custom set of exhaust pipes and it's time to put them on. New chrome looks great right out of the box, but how can we keep them this way? Scott Murley, a quality control technician for Ultra Custom Cycles, advised us with a couple of personal pointers on keeping the exhaust system appearance new.

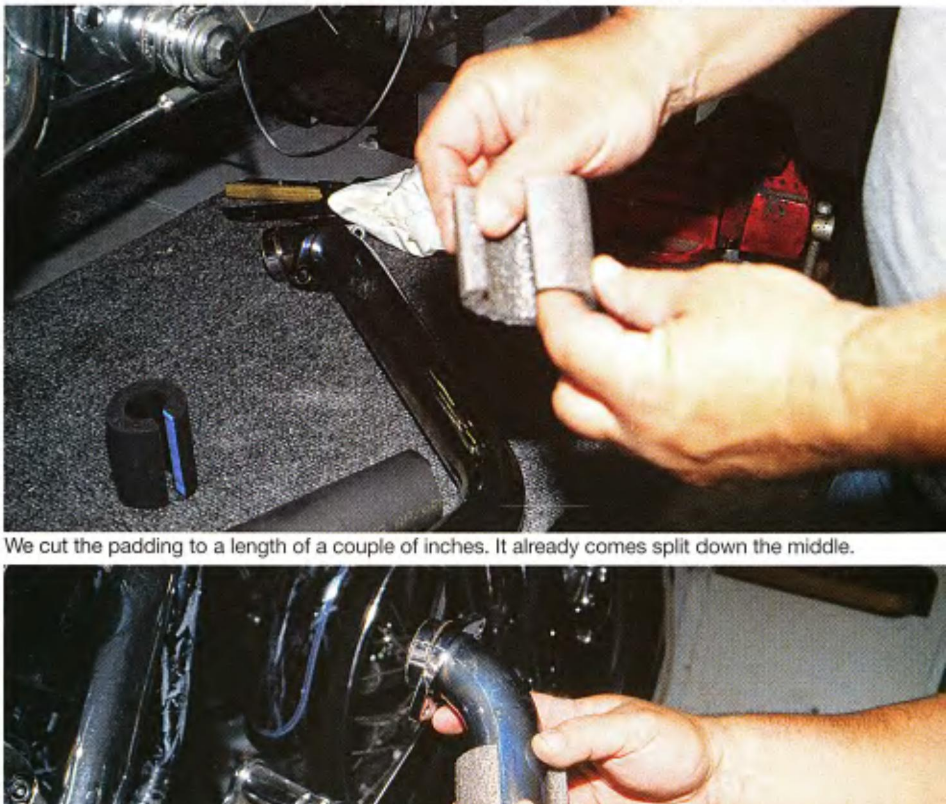
First of all, we want to use care and caution and not scratch the pipes as we remove them from packaging. Pipes come with the flange installed or not. If the flange is welded on, it will stay in place and won't move around to scratch the pipes. If the flange is not captive, it can move up and down the pipe and make some pretty nasty gouges in your brand-new chrome.

Most hardware stores have pipe insulation padding available in different diameters, which is handy for different uses. We attained some that we'll wrap around the headpipe just beneath the flange. This will prevent the flange from floating up and down the pipe while we are bolting it to the heads. Pipe padding is cheap so it's wise to stock up on a few different diameters.

Another key tool that helps eliminate problems is a good set of snap ring pliers. Scott prefers the Ring Loc brand of snap ring pliers because they hold the retaining ring in a more secure manner than other standard pliers. They save time while minimizing distortion. He also recommends genuine H-D retaining rings because some of the imported aftermarket rings are flimsy and distort easily.

With a strip of pipe insulation attached to the pipe just below the flange, we can begin to fasten the pipe to the head. It is preferred to loosely attach all of the brackets and mounting hardware prior to tightening. With all of the bolts started, slowly begin to tighten all of the hardware in a sequential order to ensure proper alignment. The angle of pipe alignment can be varied with the torque sequence of the mounting hardware. Do not twist the pipe around too much in the head port because you can easily squish the gasket and cause a leak. When

Here are some examples of different pipe insulation padding found in most hardware stores.



We cut the padding to a length of a couple of inches. It already comes split down the middle.

Move the flange down to rest against the padding. This will prevent the flange from moving up and down on the pipe.

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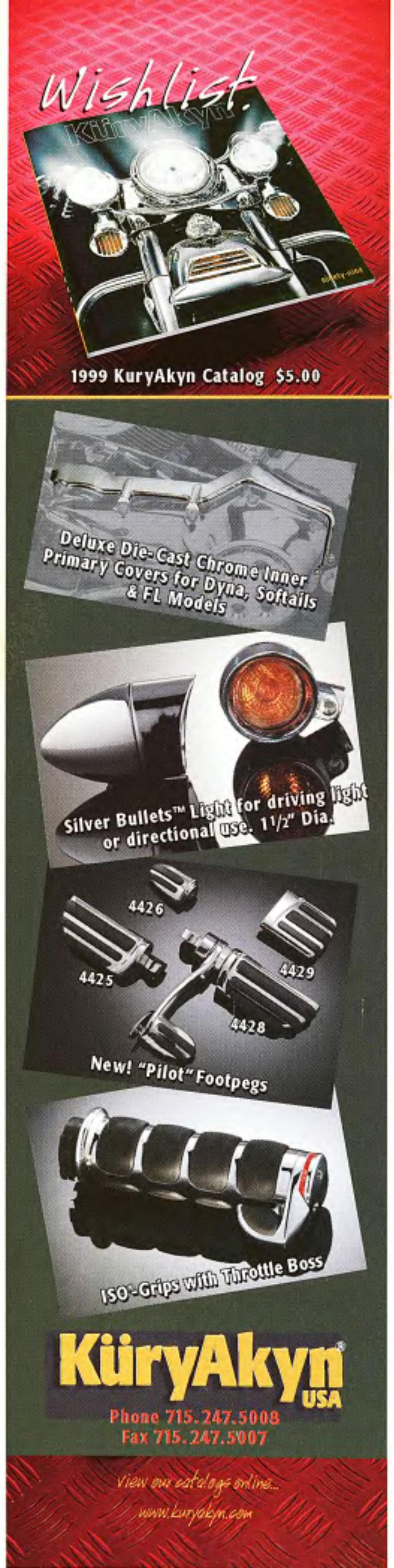
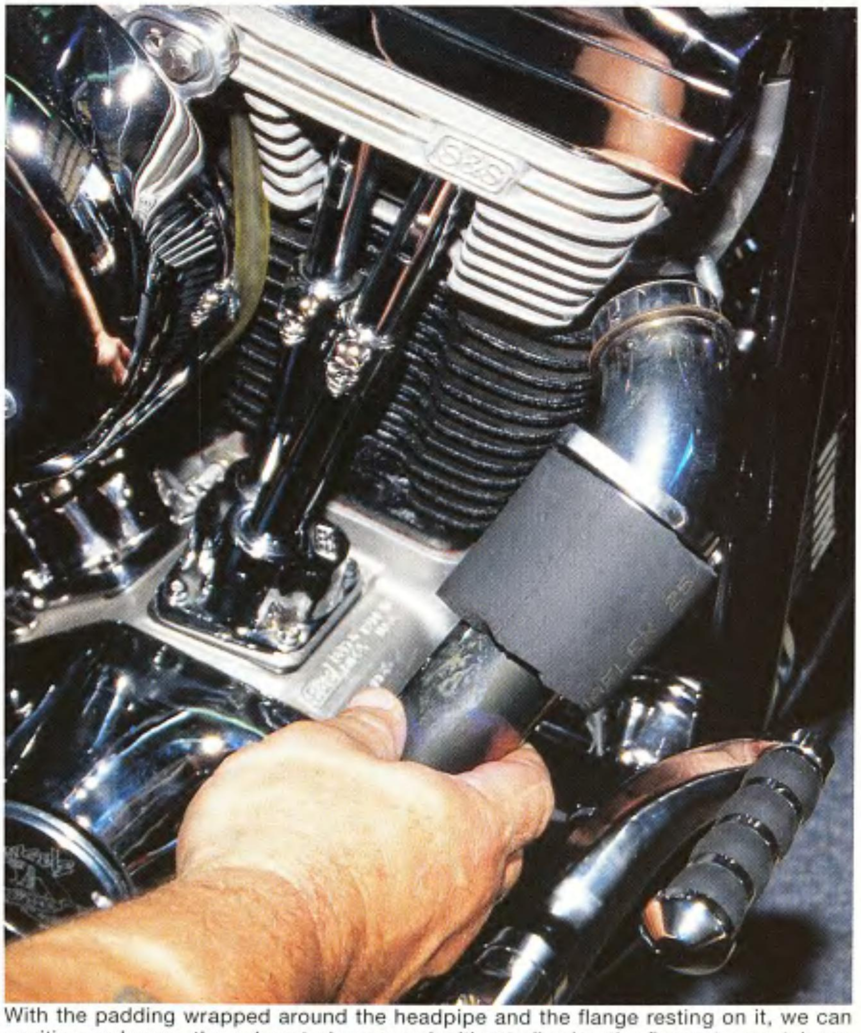


the alignment is correct, first tighten the nuts at the head to help eliminate exhaust leaks. Serrated shoulder nuts can be used here to do away with the need for lock washers. Tighten these nuts to 15-18 foot pounds of torque for proper sealing. Do not use a thread locker on these nuts because they can pull the studs out of the heads upon removal.

Once all of the hardware is secure, carefully wipe down the entire exhaust system with Windex or any general purpose non-wax cleaner. Do not use any wax-based cleaners because they will bake-on retaining heat and discolor the pipe. You want to make sure that you've removed all contaminants from the exhaust system. Hand and fingerprints will bake permanently into the finish (and that looks crummy!).

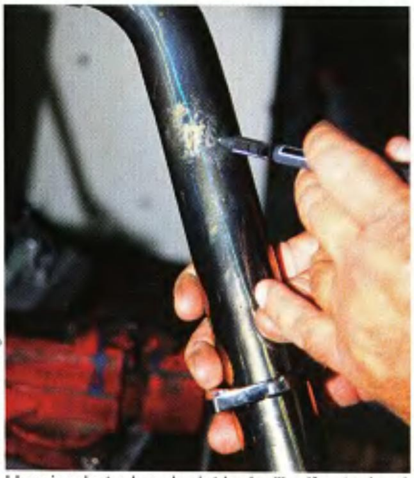
After cleaning, we will cure the chrome. Start the bike and run it for a couple minutes, reaching operating temperature and then turn off the motor to cool. This is when we need to resist the temptation to jump on the bike and

Move the flange down to rest against the padding. This will prevent the flange from moving up and down on the pipe.


With the padding wrapped around the headpipe and the flange resting on it, we can position and move the exhaust pipe around without allowing the flange to scratch our exhaust pipe.

If you are adding or replacing the flanges or retaining rings, use a good set of snap ring pliers like these from Ring Loc.

After all of the hardware is secure, thoroughly clean the entire exhaust system with Windex, or any general-purpose non-wax cleaner. Scott prefers to use ProtectAll for this step.



Photos: John Morgan

Here is what a hand print looks like if not wiped off prior to starting the motor. Once hand or fingerprints are burned in, they're permanent!

take off. When the pipes are cool to the touch, start the motor again and bring it up to running temperature. Remember, if you've touched the pipes, don't forget to wipe off your fingerprints. Again, shut off the bike and let the pipes cool down. Repeat these steps about five times. Let the pipes fully cool down again before taking a ride. An additional treatment to help reduce exhaust pipe bluing is to apply a thermal barrier coating to the inside of your pipes. But the curing process described here has proven to be effective in acting against discoloration.

This process may seem tedious and time consuming, but you will be happy you went the extra mile every time you look at your pipes.

—John D. Morgan

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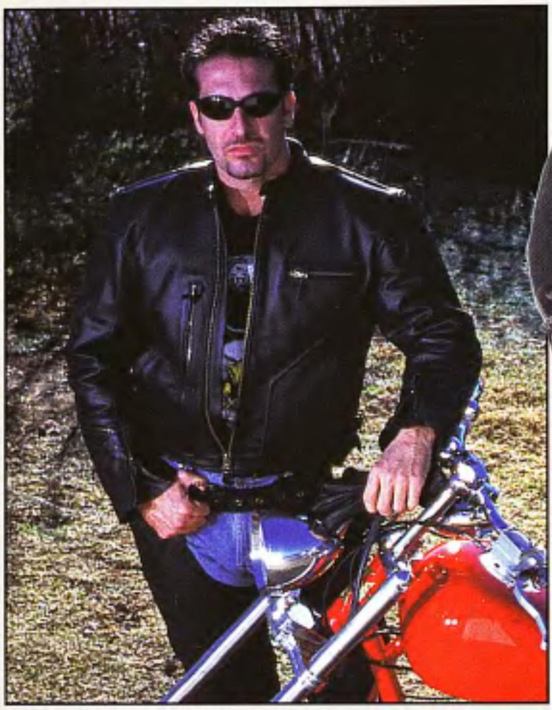

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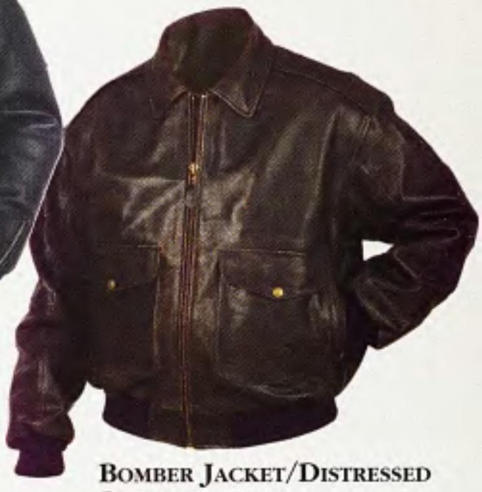

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Head Secrets Revealed: Part 1
BCR Engineering Discloses Its Horsepower Secrets

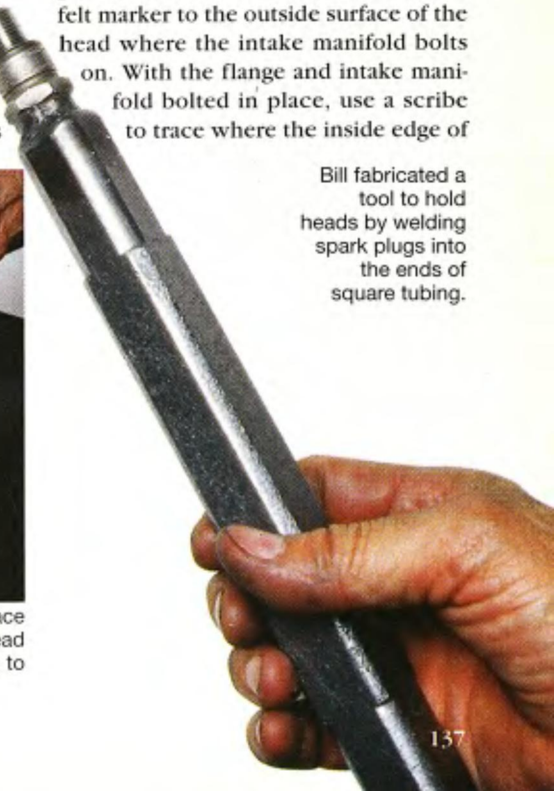
Bill Chambers of BCR Engineering in Montclair, California, has the impressive distinction of building the world's fastest Big Twin motor. Bill is a current Top Fuel drag racer who's been racing Harleys since the mid-'60s, so making horsepower is not a new game to him. BCR Engineering built the motor that's in Ron Fringer's Top Fuel Harley, which runs the quarter-mile in 7.16 seconds at 199.78 mph. Over the years, many motor builders and racers alike have asked Bill Chambers what his secrets are, and Bill always just smiles and says, "That's my secret." Well, guess what, boys and girls? Bill Chambers gave *Easyriders* exclusive privy on some of his most treasured secrets on how to make a motor go fast, and we're going to share them with you, our dear readers.

The intake port is marked with machinist's dye or a wide-tipped felt marker.

The intake flange and manifold are bolted onto the intake port.

Internal combustion motors are nothing more than air pumps, and the more efficient we make them the more horsepower we produce. Although the lower end is needed to hold the motor together while making high demands, the horsepower is actually developed in the top end of the motor—essentially, the heads. In the pursuit of producing maximum horsepower we want to move as much air as possible through the heads as quickly as possible. Sounds simple, but many a racer has fallen short of this enormous task. One way to achieve this is to open up the airways with as few obstructions as possible. This is called porting and polishing and will be the focus of this here tech tip.

BCR has been porting and polishing heads for so many years now that it's second nature. To start with, BCR matches the intake manifold to the head port to eliminate any size differences or steps. You want the intake manifold to blend straight in with the intake port. We begin this step by applying machinist's dye or a wide-tipped felt marker to the outside surface of the head where the intake manifold bolts on. With the flange and intake manifold bolted in place, use a scribe to trace where the inside edge of



Bill fabricated a tool to hold heads by welding spark plugs into the ends of square tubing.

Using a scribe through one of the manifold openings, Bill traced the area where the intake manifold lines up to the port on the head.

We can see the line scribed onto the surface where the intake manifold mates to the head port. This is how much material we need to remove to have the ports match.

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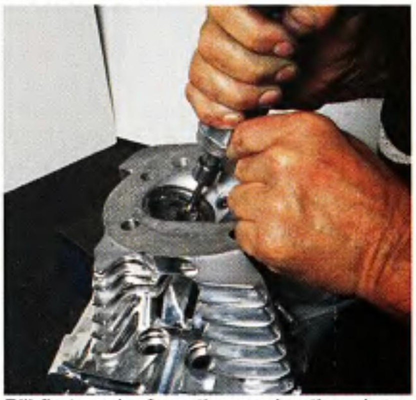
the manifold mates to the intake port on the head. When the intake manifold is unbolted, the scribed line in the ink indicates where the head port needs to be opened up.

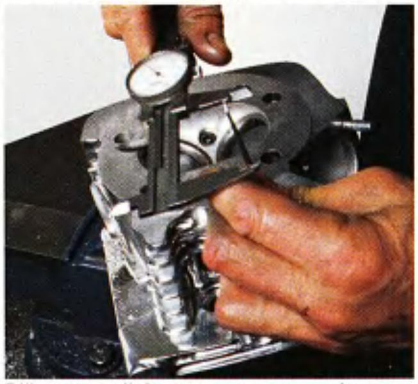
Bill fabricated a tool that holds a head in a vise using square tubing and spark plugs. On one end of the square tubing, he welded a 14mm spark plug and on the other end he welded a 12mm spark plug. This tool can be screwed into the spark plug hole of the head and held in a vise to allow access to all of the head surfaces.

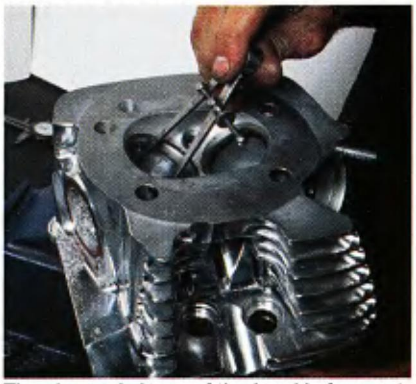
The ports are opened up from the combustion chamber side first. Bill extensively

When the tool is inserted into the spark plug hole the square tubing can be placed into a vise. This allows easy access to all of the areas of the head.

Before porting begins the cutting burr is loaded with wax to prevent build up of aluminum on the cutting edge of the tool.

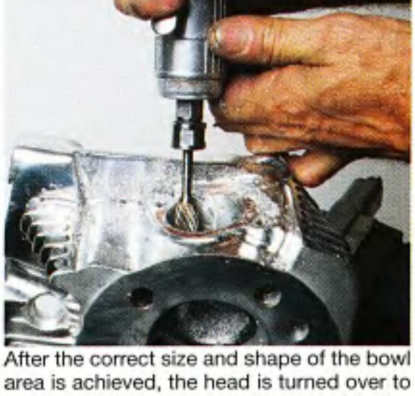

Bill first works from the combustion chamber side of the head to open up the bowl area under the valves.


Bill uses a dial gauge to accurately measure each of his modifications. Only a little material is removed at a time to avoid going over.


The size and shape of the bowl is frequently checked for the correct dimensions.

works the bowl area with a cutting burr. Through experience and track testing, Bill discovered that by shaping the bowl area under the valve he actually created a venturi effect that would accelerate the air through the port. This is one of the areas where BCR gets very aggressive, but careful attention must be used to prevent boring completely through the passages.

After the bowl area is opened up to BCR's specifications, the head is turned over to gain access to the intake port. Using a cutting burr, material is


After the correct size and shape of the bowl area is achieved, the head is turned over to open-up the intake port to the size of the intake manifold.

The transition area between the bowl and intake port is shaped and smoothed.

A butterfly flapper wheel with 320-grit is used for the combustion chamber and exhaust port.

Photos: John Morgan

The exhaust port and the entire combustion chamber is polished to a mirror finish. This prevents carbon build-up and reduces heat from being absorbed into the head.

removed from the intake port all the way up to the line previously scribed in the head. After the intake port is opened up to the scribed area it's a good idea to verify by bolting the intake manifold back on and checking. Then the transition area from the bowl to the port is shaped and smoothed. Once the dimensions and shape are correct, a flapper wheel is used to polish the ports. One hundred-twenty-grit is used for the intake port and 320-grit is used for the exhaust port and the entire combustion chamber. A polishing rouge is applied to a buffing wheel and the entire combustion chamber is polished to a mirror finish. This final polishing prevents carbon build-up and reduces heat from being absorbed into the head. When this happens, the exhaust gas temperature is reduced, which slows down the exhaust gas flow. We want the exhaust gases moving as fast as possible.

Our heads are now fully ported, polished, and ready for assembly.

This completes Part I of Head Secrets Revealed. Next month we'll set up and assemble the heads using BCR's select components.

—John D. Morgan

Polishing rough is applied to a buffing wheel for the final finish.

Here's the head after porting and polishing and ready for assembly. Next month we'll set up and install the guides, valves, and springs.

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Jill Zorn
Sherman Oaks, California
1998 1200 Sporty

I was working at a Harley-Davidson shop in Southern California, when the fun started on a rainy day in the spring of 1998. My new bike was finally ready and the guys in the shop finished putting all the extras onto "My Baby," a custom 1998 red and black 1200. Prior to that day, Karen in the shipping department, had helped me decide on a custom Le Pera seat and Christine Le Pera perfected it for me. Then the guys in the shop, Jim, Pauley and Al, helped me pick out the Screamin' Eagle high-performance cam kit, the tapered Screamin' Eagle muffler, Wyatt Fuller-designed mirrors, chrome H-D hand grips and matching footpegs with a cool billet shifter.

I wanted to have the option of stowing stuff on a long ride (a sleeping bag and extra riding gear), so I decided on a detachable rack on the rear. I didn't want to compromise the lines of the bike with saddlebags. Pauley suggested putting on the chrome sport handlebars. Jim said I should change the turn signal lights to flat lenses, add on black braided spark plug wires and black Bad Boy head bolt covers. They then lowered the bike with 11-inch Progressive Suspension shocks. The final touches that make it so perfect for me are the lay-down license plate, a small toolbag, H-D caliper covers, voltage regulator cover, and a matching red and black Harley gas cap. The finishing touch was a gift from Al; he created a custom brake pedal to match the rest of the bike.

Now, back to that spring day ... I loaded the bike into my friend Rusty's van, and off we went. I got to the house, took it out of the van, and she was just gleaming at me. The rain had let up, so I *had* to take her for a spin. (Now, mind you, I had just received my motorcycle license and had little riding experience.) I meant to ride around the block a couple times, try her out, then put her away for the night (remember, it was raining, the streets were wet and muddy, and palm fronds were strewn all over from the storm). She roared when I started her up and she was powerful. Then, as I turned the corner after doing about four spins around the block, I saw a car coming, went to avoid it, and slid on the road. I then jumped the curb (trying to improve my skills as a stuntwoman, but that's another story), and as the bike fell on a patch of grass, my body catapulted head first into a brick wall that was in my way. My head broke wide open, and I was a mess. I was taken to the hospital. I was dying. This was no joke.

When I came to, my face had more than 300 stitches in it. Luckily, I had a great plastic surgeon. I was in a trauma ward for three days. As soon as I got home from the hospital, I went to see My Baby in the garage and sat on her. I said I was sorry and promised I would be very kind to her, and to me, from now on. She had only a few scrapes on her. On the tank there were two spots that were dented and scratched. My friend, Moon, who is the most awesome bike painter I know, covered up the scratches by painting a bullet hole in the front, and a broken cherry on the top of the tank. They all said I had broken my cherry!

Since then, I have traveled more than 12,000 miles on her, and renamed her with a new license plate. She is now "Destiny." I have been lucky enough to have world-class riders teach me how to ride. I am always learning, and always wanting to learn more.

Life is a journey, not a destination. The saga continues ...

—Jill Zorn

Photos: Terry Bert

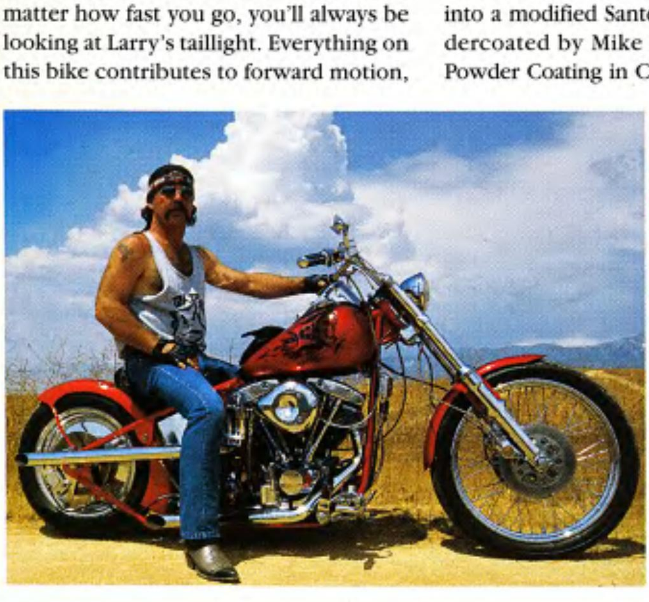
ReadersRides

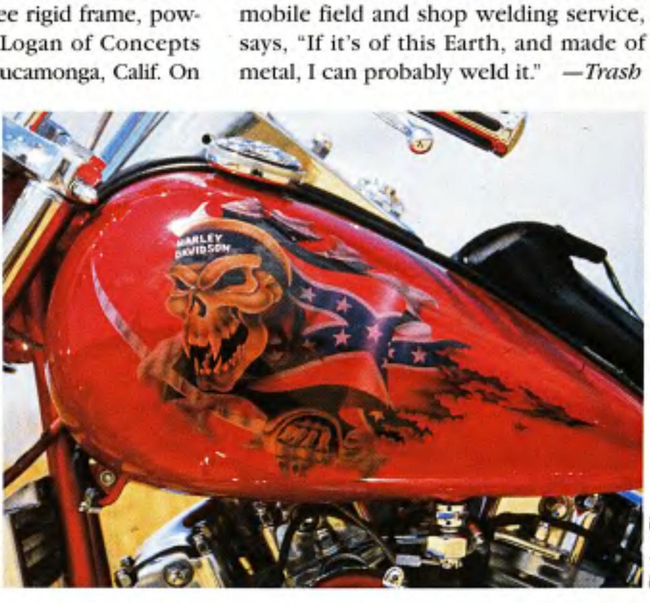
Larry Modgling
Norco, California
96-inch Spec. Const. Shovelhead

In the U.S., November traditionally marks Thanksgiving. And this time around, most riders should be thankful they haven't had to race Larry's bike. It's no fun being the object of attention on Turkey Day, especially if someone wants to make a meal out of you! The turkey crop (wannabe fast guys) is ripe and the picker is here! It's awful knowing that no matter how fast you go, you'll always be looking at Larry's taillight. Everything on this bike contributes to forward motion, with the exception of a custom seat by Drummand's Upholstery in Norco, and disc brakes front and rear. Rule of thumb: If you can't stop fast, you shouldn't go fast.

Larry is running 96 inches of stroked Shovelhead motor, connected by 3 inches of Kevlar Primo Rivera belt through a dry clutch to an all Andrews trans. The tranny is connected to a 66-tooth rear sprocket by a Karata belt drive that is bolted to a solid rear wheel covered with a rubber tire. This package is stuffed neatly into a modified Santee rigid frame, powdercoated by Mike Logan of Concepts Powder Coating in Cucamonga, Calif. On top of this are some very nice graphics (strange, but nice), featuring candy metallic red on a silver base of a Rebel flag and a screaming skull airbrushed by Twisted Images in Rialto, Calif.

The bike's general assembly was performed by the owner with his bro, Andy Young, from Chino. Miscellaneous machine work was done by by Precision Motorcycle Concepts of Riverside. The rear fender was modified from an old BSA 18-inch fender by Larry. Larry, the owner of Larry's Certified Weld-All, a mobile field and shop welding service, says, "If it's of this Earth, and made of metal, I can probably weld it." —*Trash*



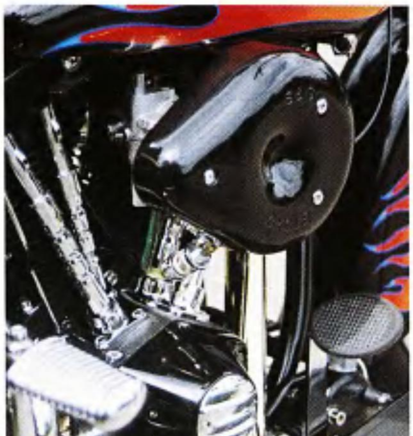


Photos: Rip

Hank Mueller
Franklin, Ohio
1976 FXE

Photos: owner

Hank named his bike Flame Thrower for several reasons (besides the paint theme). When riding at night he'll drag the taps on his boots to get the sparks flying in a rolling fireworks show. Also, one freezing winter night, while tearing this bike down for the rebuild, using a kerosene lamp for light (talk about a diehard!), he accidentally kicked the lamp over, catching the gas tanks on fire, and had a merry time putting it out 'cause the water hose was frozen. "Gas tanks make great flame throwers. "Not to worry, though," he said. "They needed paint anyhow."



Herb Perry in New Lebanon, Ohio, did the yellow-orange and red flame paint using Deltron paint. Pinstriping and lettering was done by Steve Lainhart from Carlisle, Ohio. The frame, headlight, cowling, and lower legs were powdercoated by Columbus Custom Powdercoat. The front fender and seat are Custom Chrome, and the rear fender is stock Harley. The five gallon fatbobs are from an '81 "Willie Glide," and the oil tank is powdercoated black. Gardner-Wescott stainless steel and chrome fasteners hold it together.

Mechanically, except for the all-Andrews tranny, "Flame Thrower" is pretty much stock, built by the owner and John at Custom Cycle in Springfield. "Stock lasts longer," Hank said. He also said that he has put nearly 300,000 miles on this bike over the years, and has been to 38 states on it! Easyriders Video #3 featured a blue '56 Pan of Hank's, which he still owns, but this 1976 FXE gets ridden the most, with a total of 300,000 miles on it.

A special thanks goes to Ned and Hank of BNH Cycle Works in Middletown, Ohio, for their part in building this long-haul Harley, and to Charlie Lawless in Mason, Ohio, for his machine work.

—Trash

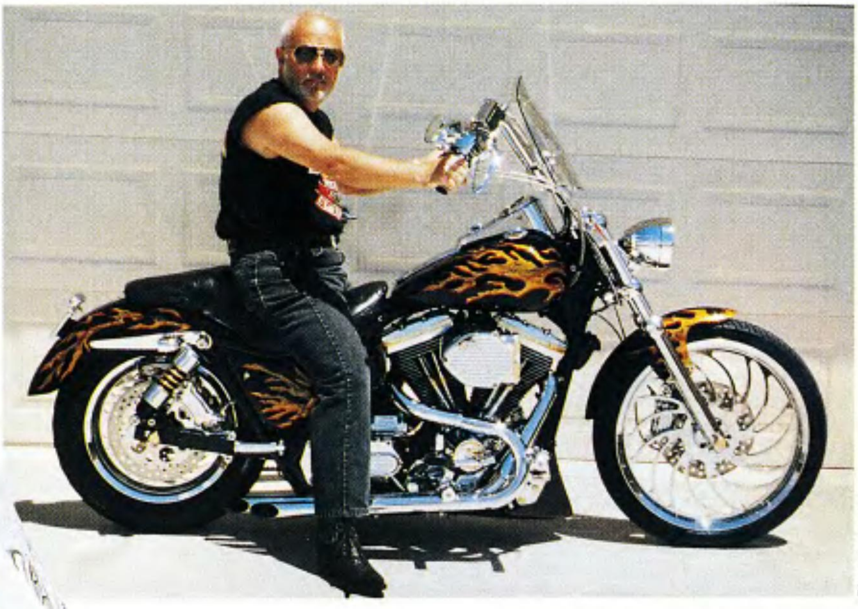
ReadersRides

Ian Sichelman
Tucson, Arizona
1994 FXR

The paint scheme for this sweet machine, "Electric Glide in Gold," was done by Jay Moody of Tucson, using House of Kolor Red/Black and 22k gold. It was designed by Ian after he saw the shocking electric graphics on a bike called "Powerhouse" in an English bike magazine.

Remember the old saying, "All that glitters is not gold"? Often true perhaps, but not this time. Glittery Gold, by Royal Plating of Tucson, is inlaid, engraved, sprayed, and displayed in paint and parts all over this finely finished work of superior craftsmanship. Usually, engraved or gold inlaid parts appear too rich and gaudy and are simply not functional. Yet on this bike, opulence and function work well together. Personally, I use light rust as a protective coating and find myself in awe when admiring the gold plating, paint, and overall look of Ian's bike.

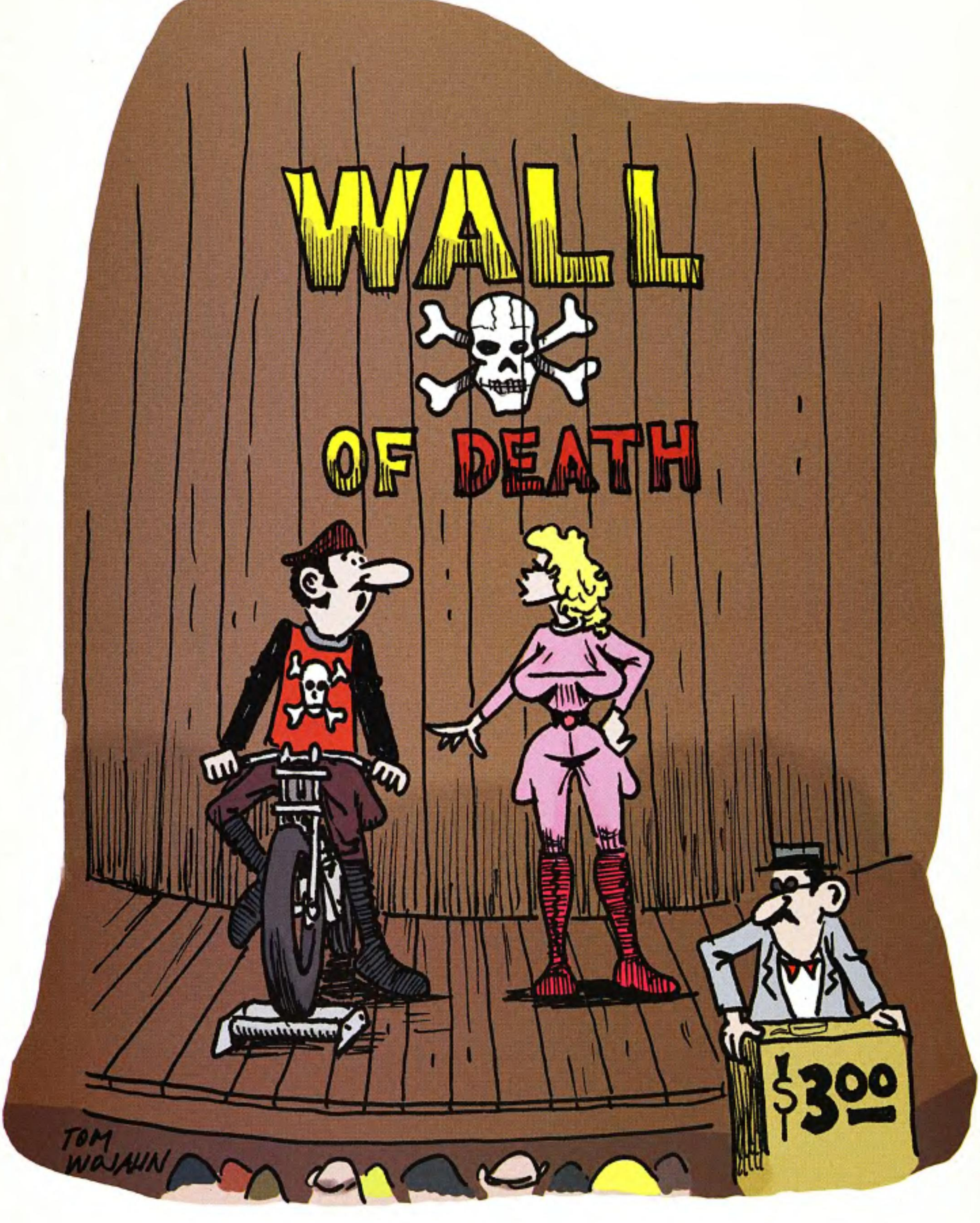
The 90-inch motor, built by Bikers Dream in Tucson, has Wiseco pistons, Street heads, an Andrews EV-27 cam, and a Dyna ignition. The stock Harley carb has a Stage II jet kit and a KüryAkyn air cleaner. A set of Ness Siamese drag pipes handle the exhaust and the tranny is stock. The seat was made to match the paint job by John Longo of Rockville, Maryland. Daytona Harley-Davidson made the cam cover and the eagle design on the silver and brass inlaid primary cover. Jay Moody created the rear fender, and the one-off taillight, an inlaid 3-D creation that took 15 hours to produce.



Photos: owner

Rust lasts forever on my bike, with minimal touch-ups. Ian must redo the gold plating every two years on his ride. If it wasn't for that problem, I'd probably trade bikes with him.

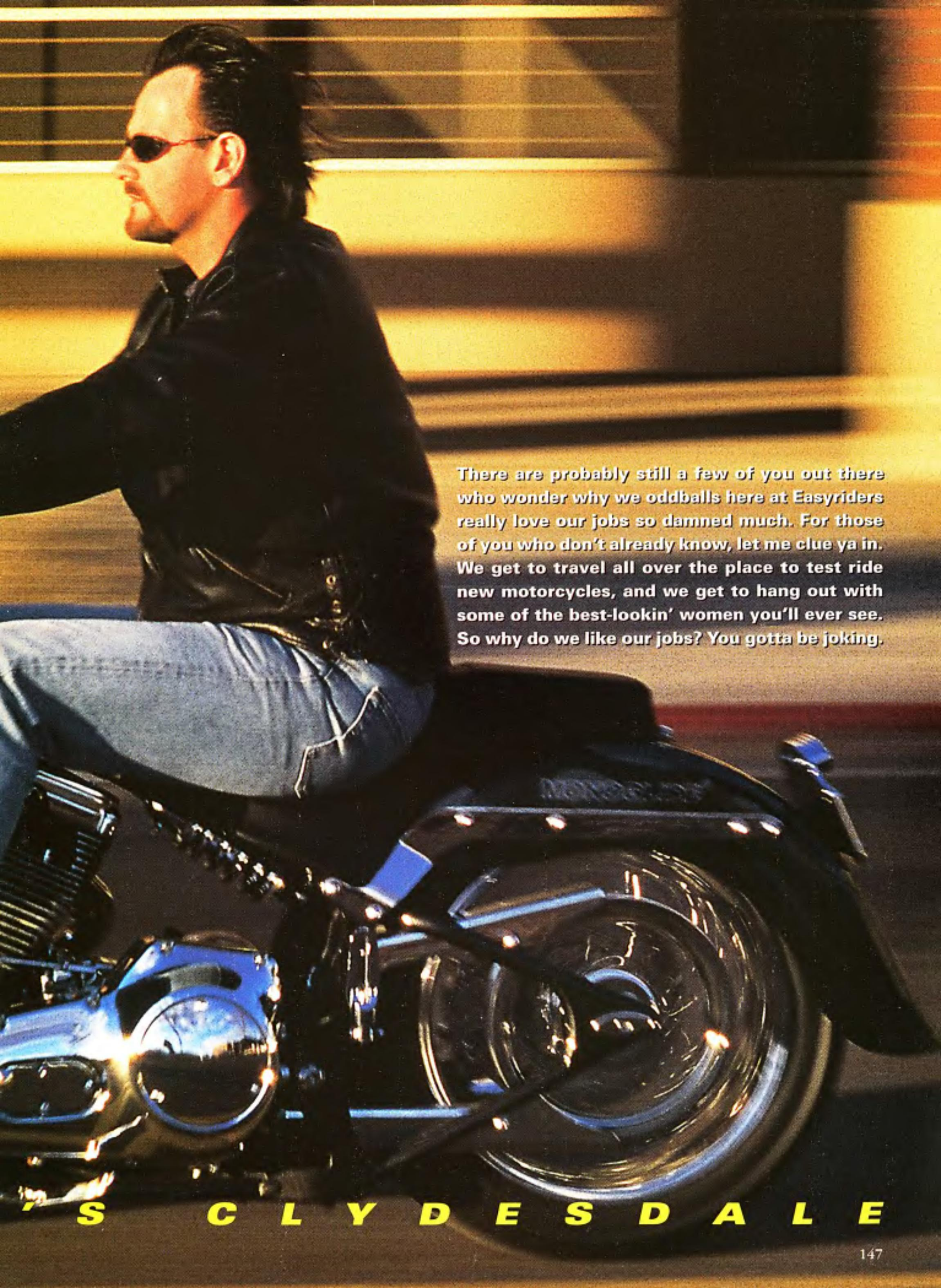
—Trash



"Let's face it, Betty Lou. As long as you're out here, nobody's gonna pay three bucks to watch me ride around in a circle."

BIG HOOFER

SURGICAL STEED



There are probably still a few of you out there who wonder why we oddballs here at Easyriders really love our jobs so damned much. For those of you who don't already know, let me clue ya in. We get to travel all over the place to test ride new motorcycles, and we get to hang out with some of the best-lookin' women you'll ever see. So why do we like our jobs? You gotta be joking.

'S CLYDESDALE

When was the last time you got paid to ride a new bike every other week in different states, and then come home to hang out with the latest Fox Hunt winner or to go to Sturgis? Oh, that's right, you don't! Ya still wonderin'?

This was just such the case as we recently went to Scottsdale, Arizona, to test out the Clydesdale from Surgical Steeds Classic American Motorcycles, Inc. (Surgical Steeds for short). John Covington, president and CEO, along with his wife, Deborah, vice president and the one who really runs the show, founded Surgical Steeds in 1989. With a full staff of factory-stained—I mean, trained—Steed technicians (isn't it cute how a guy who used to be referred to as a wrench or mechanic is now a technician?), they manufacture a limited amount of Steed motorcycles. For now.

With their trademarked products, which include the Steed Monoglide frame kit, wiring harness, Musclebike engine, brakes, rotors, and wheels, Surgical Steeds puts together a bike like no other. This particular model, the Clydesdale-N, is powered by a 98-inch Musclebike engine, yet larger engines are also available. The Musclebike engine is assembled with T.P. Engineering cases and balancing, RevTech dual-plug heads, and J&E pistons. Throw in a Crane ignition, Andrews cam, and a Mikuni HSR42mm carb, and it shouldn't take you long to realize the power that exists within this Steed. According to John Covington, "Our Steeds offer a bigger, better alternative to the typical Milwaukee machine, without the wait, hassle, and expense of filling your garage with pull-off scrap iron." Big talk from this heavy-hitter, but how's it ride?

One of the nice things about the Scottsdale area is the abundance of riding terrain. We took this Clydesdale out and ran her to the red line as often as we could. The Monoglide frame has a 35-degree rake, 2-inch stretch, 24-inch seat height, and 5-inch ground clearance. Translation: a smooth running ride that gives you plenty of room to get this bike down and dirty in the corners. This is one of the few bikes we've returned without the pipes being completely scraped up. What really sold us on this scoot, however, was the bug-stained, grin-inducin' power response. The apehangers on this bike are tall enough to sit you straight up, but not high enough to mess with the handling. And when you put the spurs to this Steed, you need all the handling you can get. Actually, you really just need something stable to hang on to.

Covington prefers the "limited production" approach to building these Steeds. He feels as though it makes it more personal. If you've never experienced this style of bike building before, you'll find this personal approach a truly unique experience. And we're not talking about price. Yes, this particular model prices out at $33,950, and although we feel we're beyond justifying a price, we'll explain that taking a bike and customizing it to these specs is tremendously more expensive than buying this Steed—which, by the way, comes complete with a VIN, warranty, and is listed in the *Kelly Blue Book* (one of the first American-made bikes, outside of H-D, to be listed). What else do ya get? How about the fact that with limited production, no two bikes look the same!

There are new and bigger plans on the horizon for Surgical Steeds, and we'll be sure to keep you posted. For more information on the Steed bikes, the company, or its full line of custom accessories to dress up your own bike (Steed or Harley), contact Surgical Steeds Classic American Motorcycles, Inc., (877) 4-STEEDS, www.surgicalsteeds.com. Happy trails!

—Sherwood O'Dunner

SURGICAL-STEEDS
MONOGLIDE
MUSCLEBIKE

Manufacturer: ......Surgical Steeds
Classic American Motorcycles, Inc.
City: ....Scottsdale, Arizona

General

Fabrication: ....Surgical Steeds
Year/make: ...1999 Surgical Steeds
Model: ....Clydesdale
Assembly: ....Surgical Steeds
Time: ....six weeks
Chroming: ....Royal Plating

Engine

Year/model: ..1999 Musclebike Steed
Ignition: ....Crane
Displacement: ....98 cubic inches
Lower end: ....S&S
Balancing: ..............T.P. Engineering
Pistons: ....J&E
Cases: ....................T.P. Engineering
Heads: ....RevTech dual plug
Cam: ....Andrews
Lifters: ....hydraulic
Carb(s): ....Mikuni HSR42mm
Air cleaner: ....KūryAkyn
Pipes: ....Samson

Transmission

Year: 1999
Shifting: ....foot
Trans sprocket: 32-tooth
Wheel sprocket: 70-tooth

Paint

Molding: ....Surgical Steeds
Painter: ....Surgical Steeds
Color/type: ....black on black/
PPG urethane

Frame

Year: 1999
Type: ....Monoglide
Builder: ......Surgical Steeds/Daytec
Rake: 35-degree
Seat height: ....24 inches
Ground clearance: ....5 inches

Accessories

Bars: ....K&N
Handlebar controls: ....chromed
late-model domestic
Fender(s): ....steel
Headlight: 7-inch
Taillight: ....LED catseye
Speedo: ....electronic
Dash: ....Surgical Steeds
Pegs: ....Retro
Foot controls: Surgical Steeds/UMI
Gas tank: ....4.2-gallon, stretched
Oil tank: ....3 quarts
Oil system: ....Surgical Steeds
Primary cover: ....Surgical Steeds
Seat: ....LeMans
Mirrors: ....KüryAkyn
Grips: .... KüryAkyn

Forks

Type: ....Showa
Builder: ....Surgical Steeds

Wheels

Front

Type: ......Surgical Steeds, chromed
Size: ....18 x 3.5
Tire: ....Avon
Brake: .....Surgical Steeds/Wilwood

Rear

Type: ......Surgical Steeds, chromed
Size: ....18 x 5.5
Tire: ....Avon
Brake: .....Surgical Steeds/Wilwood
Photos: ....Paul Martinez

"I hate the one o'clock boozers' service. The church always ends up smelling like one big beer fart."

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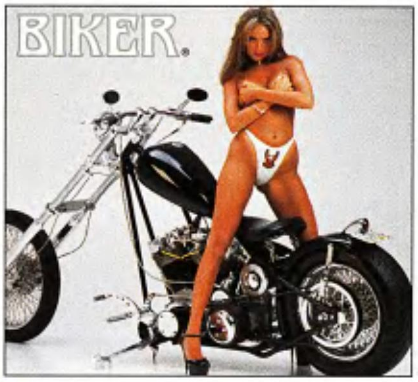
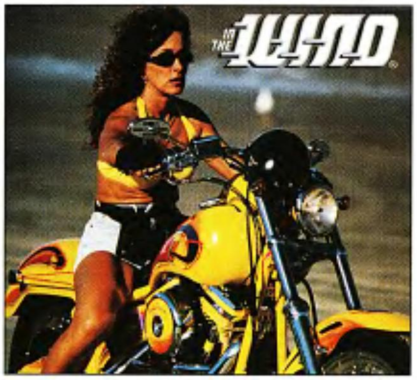
ComingAtYa

Ho, ho, urk! 'Tis the season that we be pleasin' you with the best bikes and hottest honeys ever to touch bun to p-pad. The December issue of Easyriders (#318) is a party pack two-wheeled rumba complete with all the trimmings under the tree. We'll bring you our biggest and best coverage of Sturgis, as well as a rowdy ride to the Tijuana Toy Run, Rip's BAD Ride, and a guide to all the season's Toy Runs across the land. Our annual Holiday Gift Guide will show off every scooter tramp's favorite presents, and a True Road Tale will fill your heart with holiday holly and mistletoe until you beg us to stop! All this plus a slew of Easyriders Bike Show-winning scoots and a special 32-page Roadware Catalog for fall and winter featuring everything you could ever hope ol' surly Santa will bring you. *On sale October 19*



Because it's Thanksgiving, and you can never be served up enough bikes, boobs, and beer, we've unleashed a pantload of all of the above. It's guaranteed to make your turkey gobble. *On sale now*



The T's have it in November's issue of *Wind*. We view the wildest T-shirts in bikerdom and a gallery of readers' photos from Daytona '99. Plus, a 32-page special on the Easyriders Bike Show. *On sale now*

Discover VQ, for the cycle connoisseur. It's where Wall Street meets Thunder Road, where you'll see rare antiques, world-class customs, and journey to the most exclusive places on Earth. *On sale now*

Are you ready for some thunder?! January's *Quick Throttle* blasts into 2000 with racing action from Loudon, a road test of Big Dog's Bull Dog, a clutch replacement tech, and more! *On sale Oct. 28*

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